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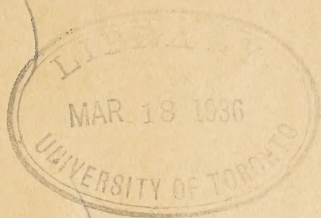
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Canada-Industrial and International
"Relations, Standing Committee on, 1936

SESSION 1936

HOUSE OF COMMONS



STANDING COMMITTEE

ON

INDUSTRIAL AND INTERNATIONAL RELATIONS

MINUTES OF PROCEEDINGS AND EVIDENCE [2] REPORT

(Employment of White Canadian Citizens
on Canadian Subsidized Ships)

No. 1—MARCH 13, 1936

WITNESS:

Mr. F. H. Clendenning, Vancouver, B.C., representing Vancouver Merchants Exchange, the Vancouver Board of Trade, and Vancouver Chamber of Shipping.

OTTAWA

J. O. PATENAUDE, I.S.O.

PRINTER TO THE KING'S MOST EXCELLENT MAJESTY

1936



770

MEMBERS OF THE COMMITTEE

C. R. McINTOSH, Esq., *Chairman*

Barry,	Howard,	McIvor,
Betts,	Howden,	McKay,
Black (Mrs.),	Isnor,	McLean (<i>Simcoe East</i>),
Blackmore,	Jean,	Martin,
Church,	Lacroix (<i>Quebec-</i>	Massey,
Crête,	<i>Montmorency</i>),	Neill,
Deslauriers,	MacInnis,	Perley (Sir George),
Dubuc,	MacKenzie (<i>Neepawa</i>),	Perras,
Gladstone,	MacNicol,	Rogers,
Grant,	Macphail (Miss),	Rowe (<i>Athabaska</i>),
Hartigan,	McGeer,	St. Père,
Hill,	McIntosh,	Tucker,

WALTER HILL,
Clerk of the Committee.

ORDERS OF REFERENCE

HOUSE OF COMMONS,

FRIDAY, February 21, 1936.

Resolved,—That the following Members do compose the Standing Committee on Industrial and International Relations:—

Barry,	Howard,	McIvor,
Betts,	Howden,	McKay,
Black (Mrs.),	Isnor,	McLean (<i>Simcoe East</i>),
Blackmore,	Jean,	Martin,
Church,	Lacroix (<i>Quebec-</i>	Massey,
Crête,	<i>Montmorency</i>),	Neill,
Deslauriers,	MacInnis,	Perley (<i>Sir George</i>),
Dubuc,	MacKenzie (<i>Neepawa</i>),	Perras,
Gladstone,	MacNicol,	Rogers,
Grant,	Macphail (<i>Miss</i>),	Rowe (<i>Athabaska</i>),
Hartigan,	McGeer,	St. Père,
Hill,	McIntosh,	Tucker,

(Quorum 10)

Attest.

ARTHUR BEAUCHESNE,

Clerk of the House.

Ordered,—That the Standing Committee on Industrial and International Relations be empowered to examine and inquire into all such matters and things as may be referred to them by the House; and to report from time to time their observations and opinions thereon, with power to send for persons, papers and records.

Attest.

ARTHUR BEAUCHESNE,

Clerk of the House.

Ordered,—That the report of the Secretary of State for External Affairs for the year ended December 31, 1935, be referred to the Standing Committee on Industrial and International Relations Committee.

Attest.

ARTHUR BEAUCHESNE,

Clerk of the House.

THURSDAY, February 27, 1936.

Ordered,—That the question of the employment of Canadian citizens on ships and vessels the owners or charterers of which receive moneys from the public treasury of Canada be referred to the Standing Committee on Industrial and International Relations.

Attest.

ARTHUR BEAUCHESNE,

Clerk of the House.

REPORTS TO THE HOUSE

MARCH 13, 1936.

The Standing Committee on Industrial and International Relations begs leave to present the following as a

FIRST REPORT

Your Committee recommends:—

That 500 copies in English and 200 copies in French of the Minutes of the proceedings, and of the evidence to be taken before it, together with papers and records to be incorporated with such evidence, be printed from day to day; and that Standing Order 64 be suspended in relation thereto.

All of which is respectfully submitted.

C. R. McINTOSH,
Chairman.

MINUTES OF PROCEEDINGS

FRIDAY, March 13, 1936.

The Standing Committee on Industrial and International Relations met this day at 11 a.m.

The Chairman, Mr. C. R. McIntosh, presided.

Members present:—Messrs. Barry, Betts, Black (Mrs.), Blackmore, Deslauriers, Gladstone, Hartigan, Hill, Howden, Isnor, Jean, Lacroix (Quebec-Montmorency), MacInnis, MacNicol, McIntosh, McIvor, McKay, McLean (Simcoe East), Martin, Massey, Neill, Persey (Sir George), Rowe (Athabaska), St. Pere, Tucker. (25).

The Chairman requested the Clerk of the Committee to read the Orders of Reference.

Orders of Reference read by the Clerk.

Telegrams from the Shipping Federation of Canada, and Mr. W. E. Payne of the Vancouver Board of Trade (*see Minutes of Evidence*).

On motion of Mr. MacInnis,—

Resolved,—That the Committee do extend to Mr. Thomas Reid, M.P., the Privileges of the Committee.

On motion of Mr. Isnor,—

Resolved,—That a Sub-Committee of five be appointed by the Chairman to arrange for the calling of suitable witnesses to be heard by the Committee on this question.

On motion of Mr. St. Pere,—

Resolved,—That the Committee do report to the House and ask for leave to print 500 copies in English and 200 copies in French of its day to day Minutes and the Evidence of the Proceedings.

The Chairman named the following members as a Sub-Committee to report on suitable witnesses to be heard by the Committee. Messrs. Howden, Isnor, MacNicol, MacInnis, and the Chairman, Mr. C. R. McIntosh.

The Chairman informed the Committee that Mr. F. H. Clendenning of Vancouver desired to be heard on behalf of the Vancouver Board of Trade, the Vancouver Merchants' Exchange, the Vancouver Chamber of Shipping, and the Canadian Manufacturers' Association, if the Committee were prepared to hear evidence at this sitting. The Committee agreed to this witness being heard.

Mr. F. H. Clendenning was then called, sworn, examined, and retired.

Ordered,—That the Clerk do print in the record extract of British Commonwealth Agreement signed at London on December 10, 1931.

The Clerk read a letter from the Canadian Manufacturers' Association signed R. V. Robinson, Assistant secretary, B.C. Division.

The Committee then adjourned to meet again at the call of the Chair.

WALTER HILL,
Clerk of the Committee.

MINUTES OF EVIDENCE

HOUSE OF COMMONS, ROOM 429,

OTTAWA, March 13, 1936.

The Standing Committee on Industrial and International Relations met this day at 11 a.m., the Chairman, Mr. McIntosh, presiding.

The CHAIRMAN: Ladies and gentlemen, as the first item of business we will ask the clerk to read the orders of reference from the House to this committee.

(The clerk reads the references.)

The CHAIRMAN: It will be noted that we have two references now before the committee but the one with which we are to deal this morning is the second of these. This is an organization meeting of the committee and we will have to get some organization work done before any decision will be taken with regard to any submission that is to be made this morning.

I might say by way of a few remarks that, we have 35 members on this committee and it requires ten to make a quorum. If I might be permitted to, might I impress upon members of the committee the importance of trying to be on hand for every meeting of the committee so that we may be assured of maintaining our quorum without any great difficulty, and thereby be enabled to get down to active work. I appreciate that it often happens that more than one committee is sitting at the same time and that makes it difficult for some members to be present; but may I stress the value of punctuality and regularity as factors in the expediting of our work.

With regard to the history of this committee I think perhaps most of the members are quite well aware of it, but there may be a few new members who have not been in touch with the work of the committee. The committee has been in existence about ten years and has conducted investigations and examinations into quite a number of references from the House; for instance, we had the minimum wage question enquired into in 1926; then in 1928 and 1929 we had the examination into unemployment, sickness and invalidity; then we had another reference dealing with family allowances, and another reference dealing with scholarships; and we had one just last year—which some of the members will remember—dealing with the application of the provisions of old age pensions to the blind over 40 in Canada.

The reference before the committee to-day relates to the employment of Canadian citizens in the shipping companies operating on the western coast of Canada. We had a similar reference before us last year.

Before we start dealing with the real business before us there are two motions which should come before the committee.

(Motions re printing and appointment of sub-committee appear in minutes of proceedings).

The CHAIRMAN: The purpose of this sub-committee would be to arrange for the appearance of witnesses and presentation of evidence to this committee. How do you want the members of this sub-committee appointed—there might be three or five members on this sub-committee.

Mr. MacNICOL: We didn't have one last session.

The CHAIRMAN: I think it is better to have a sub-committee because we get order and definiteness into the proceedings thus that we might not otherwise have.

Mr. ISNOR: Before you deal with that question may I enquire if it is the intention to deal with the second reference to this committee in the manner suggested in your remarks; you said that this would affect only the west coast. I suggest that it affects the eastern coast as well.

The CHAIRMAN: Yes, it does affect the eastern coast as well.

Mr. ISNOR: I wanted to point that out because I am quite sure that our eastern interests will also want to make representations.

The CHAIRMAN: Your point is that it affects the shipping interests of the whole of Canada.

Mr. ISNOR: Yes.

The CHAIRMAN: I think that is quite correct. How many do you want on this sub-committee, ladies and gentlemen, and how do you want them appointed?

Mr. ISNOR: I would move that the sub-committee comprise five members.

Mr. MacNICOL: I would add to the motion that the members be appointed by the chair.

Motion carried.

The CHAIRMAN: I have a telegram here from the shipping federation of Canada and if you think it will be in order I shall read it to the members of the committee:—

MONTREAL, QUE., March 12, 1936.

C. R. McINTOSH, M.P.,

Chairman Committee On Industrial and International Relations,
House of Commons, Ottawa, Ontario.

Regarding resolution before your committee dealing with exclusion or restriction orientals and employment Canadian citizens on vessels subsidized by Dominion Government this federation strongly endorses representations contained in memorandum submitted you by Vancouver merchants exchange. Stop. Respectfully submit proposals most injurious to steamship services affected which are now serving Canadian trade under acute competition from ships other nations highly subsidized by public funds these nations. Stop. Further shipping services affected by these proposals are engaged on international routes where shipping not confined to British or Canadian owned vessels. Stop. Suggest proposal reserve employment entirely or mainly Canadian citizens would be contrary to spirit British commonwealth merchant shipping agreement signed in London tenth December nineteen thirty one.

SHIPPING FEDERATION OF CANADA.

I have a few copies of the memorandum referred to by the telegram here, and these can be distributed among the members of the committee.

We have Mr. Clendenning, of the Vancouver Merchants' Exchange with us. I understand Mr. Clendenning is very desirous of leaving for Vancouver to-night. He decided to remain over for to-day when we were calling the organization meeting of this committee. Since this is in reality an organization meeting of the committee, it will be necessary for us all to be agreed to have Mr. Clendenning make his submission.

Mr. REID: All I want to say at this time is that I want the right, in the event the committee are going to call witnesses, to have all interested parties represented. I take it that that is what the chairman has in mind.

The CHAIRMAN: Oh yes.

Mr. REID: I am leaving that matter with you, Mr. Chairman, but I think the committee might be well advised to have witnesses appear here from all interested bodies. I understand that principle was laid down by the minister.

The CHAIRMAN: I think Mr. Reid's point is well taken. We would not be able to make a suitable enquiry and report unless we had the views of all interested parties, such as the Seamen's Union of British Columbia and there may be a submission from a similar body in the east.

Mr. ISNOR: That is the very point I had in mind when I raised the question as to whether or not the reference before us applied to the whole of Canada. I feel sure that the Nova Scotia Seamen's Union, through its various branches, will want to have their representatives appear here to present their case.

The CHAIRMAN: Is there any objection to having as full evidence as possible, to the extent which the sub-committee may deem advisable, presented with respect to this reference?

Mr. MacNICOL: If you are going to bring witnesses from Vancouver, Halifax, Saint John, etc., it is going to cost a lot of money.

The CHAIRMAN: That is a question which will have to be dealt with by the sub-committee.

Mr. MacNICOL: It is a good point to have all the evidence, but there should be some limitation of expense.

The CHAIRMAN: There is a motion here which I was about to put when Mr. Reid started to speak. It is that Mr. Reid should be given the privileges of the committee so that he may be able to appear before the committee and make any remarks he may wish.

Mr. MacINNIS: I think it is very desirable to have Mr. Reid on it and if it is possible to make any recommendation to the government that Mr. Reid be substituted for somebody else, I think that would be very much in order. I have no objection to his appearing if that is not possible, but I think he should be on the committee.

The CHAIRMAN: You think he should be a member of the committee?

Mr. MacINNIS: Yes.

Mr. MacNICOL: Last session Mr. Reid was one of the most valuable members if not the most valuable member of the committee, and I am surprised to know that he is not on the committee. I do not know whether he can now be placed on the committee or not; but if it is possible, I would heartily second any suggestion that he be made a member.

The CHAIRMAN: We had better have this carried meanwhile. We can see what can be done in that respect. It may be difficult to make that adjustment at the present time. However, I will look into it and see what can be done. Meanwhile we should have this motion, that Mr. Reid be given the privilege of appearing before the committee, which he has not yet had.

Mr. MacNICOL: I shall be very glad to second that motion. Mr. Reid has given the subject exhaustive study, and his suggestions should be of great value.

The CHAIRMAN: Moved by Mr. MacInnis, seconded by Mr. MacNicol, that Mr. Reid be given the privilege of the committee. What is your pleasure?

(Carried.)

Mr. MacNicol raised the point that we wish to get the evidence on both sides as fairly and fully as possible, and that should be the objective of the committee, I think. I think Mr. MacNicol raised the question of costs. We have Mr. Clendenning from Vancouver here this morning. He is appearing

before the committee without being summoned, so as far as coming from Vancouver is concerned, the cost there will be the minimum. With regard to the Seamen's Union, Mr. Reid did not say how many witnesses he would like to have. Can you give us any idea of that, Mr. Reid?

Mr. REID: In order to fully present the matter, as it is so very serious, I think there should be at least two from the Seamen's Union come all the way from Vancouver. The reason I am asking for those witnesses is this: Statements are made to the committee, and were made to the committee last year, that the steamship companies would have to go out of business if they had to employ white Canadians and pay higher wages. These are the general statements made, and if they are going to be given any weight, we should have all the data here. We should ask these companies to come here and give us the facts; and in rebuttal against that, we should have the men who are actively engaged in these ships.

Mr. ISNOR: I quite agree with Mr. Reid that perhaps two representatives from the west would be sufficient, and the same thing to apply to Nova Scotia, that we should have the privilege of having two witnesses.

The CHAIRMAN: By what took place in the House yesterday, that would have to have the consent of the House, of course, before we could do that. Has any person here any idea of what it would cost to bring these two men from Vancouver? It would be quite an item.

Mr. MACNICOL: It would appear to be rather expensive. They would have to be paid for all the time they were away from home, at so much a day. I was wondering if it would not be possible for the Seamen's Union or rather the two seamen's unions, if they had representatives in Montreal qualified so to do, to send them up here to present their case.

Mr. REID: The members in Montreal have an Atlantic slant; also the people from the Atlantic seaboard. We want the people from the Pacific seaboard, which is more vitally concerned.

Mr. MACNICOL: When it was before the committee last year, the Atlantic seaboard did not enter into the discussion on account of not being affected by oriental labour; and that is the main purpose of your motion, is it not, the subject of oriental labour? For what reason would be need to bring any representatives from the Atlantic seaboard at all?

Mr. REID: They did last year send letters.

Mr. MACNICOL: For what reason would we need them if the reference does not affect them by way of oriental labour? Perhaps if we forget about the Atlantic seaboard and not ask for too much, the committee might be able to persuade the House to vote funds for two from the west.

Mr. ST. PERE: The Seamen's Union has a branch in Montreal.

Mr. REID: I am not sure, but I think so. The union has branches from one end of the country to the other, but whether they have representatives in Montreal or not, I am not in a position to state.

Mr. McIVOR: Why have two men? Could not one man carry all the wisdom either from Vancouver or from the east?

The CHAIRMAN: I was going to suggest that perhaps, if we were unanimous on one man coming, the House might be more favourable; if we were to ask for two or three men, the bill would run pretty high and I am afraid the House might object.

Mr. McIVOR: We have a difficulty at the head of the lakes that neither of these ends may know.

Mr. HILL: I think if we had one man come, it would be satisfactory; and if the union wants to send another man at their expense, that would be up to them.

The CHAIRMAN: If they want any more, finance it themselves.

Mr. REID: It is better than having none, I suppose.

The CHAIRMAN: That is what I think.

Mr. MACNICOL: I think the committee should be thoroughly conscious of the import of the resolution which is the question of oriental labour on the west coast. The east coast does not enter into it, as far as I can see; at least, that is the information that came out before the committee a year ago—no oriental labour on the east coast. If there is oriental labour on the east coast and any information in regard to it given to the committee by representatives, I am heartily in accord with having people from Halifax too. But if Mr. Reid's reference does not in any way affect the eastern coast of Canada, for what reason would we bring them from the eastern coast? They would possibly not know anything whatever about the situation which Mr. Reid wants rectified. I am in hearty accord with giving Mr. Reid ample opportunity to present evidence in respect to his reference.

The CHAIRMAN: Do you think the reference, boiled down to a finality, deals simply with the Pacific coast?

Mr. MACNICOL: The reference refers to oriental labour; and if there is not any on the east coast, what is the use of bringing witnesses from there?

The CHAIRMAN: We had better have the reference read again. The clerk will read it. Listen carefully.

The Clerk read the order of reference.

The CHAIRMAN: That is national in scope, I think. Of course, Mr. Reid who sponsored it is from the Pacific coast, but that does not say it is absolutely from the Pacific.

Mr. REID: In all fairness I would say that I think all my "whereas's" deal particularly with the Pacific coast. The main resolution is as to ships receiving subsidies. I want to be fair.

Mr. MACNICOL: I want to be fair, too. I should like to ask whether there has ever been any complaint from the eastern coast about foreigners being engaged on ships?

The CHAIRMAN: Not before this committee.

Mr. ISNOR: Oh, yes. Not before this committee that is sitting at the present time. There have been representations made from time to time; in fact, not only before a similar committee but on the floor of the House.

The CHAIRMAN: Yes, I know. But the first reference before this committee was last year.

Mr. MACNICOL: Could we not have an eastern representative come from Montreal? Surely a great port like Montreal, our greatest port, would be affected by anything pertaining to the east. After all, Mr. Chairman, the question of expense does cut some figure.

The CHAIRMAN: Oh, yes.

Mr. MACNICOL: In view of the financial state of this country. There is no money to throw away.

The CHAIRMAN: If the committee will give directions to the sub-committee, the sub-committee could work that out.

Mr. HARTIGAN: In the discussion of this question there has been talk about ports. It is not ports that the committee should be so much concerned with as the Canadian seamen; is it the manner in which Canadian seamen are affected that should concern us. That is what we want to get at. It is not a question of a particular port like Montreal, a particular port like Halifax or a particular port like Vancouver. The size or importance of the port should not count as

much as the effect of the engagement of oriental labour on our own Canadian seamen. The Canadian government are subsidizing these ships. I do not see why the representations should come from Montreal any more than from any other part of Canada.

The CHAIRMAN: That is quite right. I do not think there is any difference of opinion about that.

Mr. HOWDEN: Does it not hinge on the fact as to whether there are orientals on the eastern seaboard? Is that not pretty much what you want to know?

Mr. MACINNIS: No; according to that reference, we are dealing with Canadian seamen on ships. There is no reference at all to orientals; and it is a matter of some importance, I think, to the men who work on ships in any part of the Dominion of Canada. As this country is fairly generous in regard to expenses where other departments and other persons are engaged, I do not think it looks very well to carp at a little expense to bring a few working sailors here to lay their case before this committee. I think if we leave the matter with the sub-committee they will take care that no undue expense is entailed, and yet will take care that those people who are concerned will have representation. I think that is what we have to have in mind.

The CHAIRMAN: I think so.

Mr. ST. PÈRE: I find this wording in the resolution:—

And whereas it is desirable that every encouragement be given for the employment of officers, seamen, cooks and engineers of white Canadian citizenship in preference to those of oriental origin...

There is the word "oriental".

The CHAIRMAN: That was in the resolution?

Mr. ST. PÈRE: Yes.

The CHAIRMAN: That was discussed in the House. But in this reference which was read, the term "oriental" is not used. I am quite satisfied that the House will deal fairly with us with regard to expense, if you care to leave that in the hands of the committee to take up with the House authorities.

Mrs. BLACK: Is it not usual to limit the amount you are willing to spend? In an ordinary society they usually say they will spend \$100 or \$1,000 or \$2,000.

The CHAIRMAN: I think it is fairly hard to do that, for the simple reason that it is difficult to know just what we should spend to get the full evidence before this committee. It is fairly hard to get at the exact amount.

Mr. BETTS: The point that is worrying me, and I think it is in the minds of some of the other members of the committee too, is as to what extent does this problem touches the Atlantic coast. If it touches the Atlantic coast extensively, I think we want witnesses from there. But if it is a trivial problem there, I do not think we want them. I am sure Mr. Isnor could clear that up.

The CHAIRMAN: Can you add anything to that, Mr. Isnor?

Mr. ISNOR: I can to this extent: The Nova Scotia Seamen's Union is composed largely of firemen, seamen and others dealing more particularly with the Canadian National Steamship Lines. There has been a contention there for years that their native born boys or citizens have not had an opportunity to serve on these ships which provide service to the West Indies.

The CHAIRMAN: Have they a big union?

Mr. ISNOR: A good sized union.

The CHAIRMAN: At what particular point, Halifax or St. John?

Mr. ISNOR: Halifax.

The CHAIRMAN: That is their centre.

Mr. ISNOR: Yes, that is their centre. Their case was presented by Mr. Tom Moore; also from the floor of the House by Mr. Peter Heenan. They certainly have a good case. I have the material downstairs and I propose to present it to this committee. But I feel in fairness to the whole situation, as covered by the motion, that we should have the same privilege as Vancouver. I know that the west wishes to be fair in this connection, and I cannot understand yet—I thought that was settled earlier in the meeting. It embraces the whole of Canada. If so, we should have the privilege of having a representative here from Nova Scotia.

Mr. TUCKER: I think this committee should take a stand in the matter; but if the sub-committee go and ask for leave of the Cabinet or something like that, they are going to immediately run up against an objection on account of the cost. As far as I am concerned I am favourable to at least one witness being brought from the Atlantic seaboard and one from the Pacific. I should like to point out as far as expenses are concerned, that a considerable part of the expense goes to the railroads. We have to pay large deficits of the Canadian National Railways anyway. If we spend some money sending witnesses here, we are not going to be out of pocket. As far as the C.P.R. is concerned, they are calling on us all the time, and if some of the money goes to them it may help them and they will not have to come to us in the future.

The CHAIRMAN: Have we had enough discussion on this point? What do you want done?

Mr. MACNICOL: I should like to support the East in this matter, if there is any reason for bringing anyone here from that section. If we are going to widen out like that we might as well have somebody here from Fort William, Owen Sound, Montreal and other ports. If our reference is so wide as that, we might as well have them all here.

Mr. MACINNIS: The motion that will be made by you, Mr. Chairman, in the House on behalf of this committee will be a general motion, and will not take in the number of witnesses who will be called. You will merely ask for the authority to call witnesses. The witnesses who may be called will be a matter for the sub-committee and this committee to decide on.

The CHAIRMAN: I think it can be worked out in that way. I do not see that we are going to get very far with this general discussion. We cannot come to any definite conclusion as to how much money we are going to spend and how many witnesses we are going to call. I think parliament will be fair in the matter.

Mr. REID: I think it would be advisable to have the committee go on record that it desires to have witnesses called.

Mr. MACINNIS: I move that the committee ask authority from the House to call witnesses and incur whatever expenses may be necessary.

Mr. McIVOR: I second that motion.

The CLERK: That authority is granted.

Mr. NEIL: We have that authority.

The CHAIRMAN: Are you ready to hear Mr. Clendenning's submission?

Mr. MACNICOL: He has not been invited, and we are not obligated in so far as expenses are concerned with respect to Mr. Clendenning?

The CHAIRMAN: He has been east on business, and has his submission with him.

Mr. MACNICOL: The committee is in no way committed to the expenses of Mr. Clendenning?

The CHAIRMAN: No, not with Mr. Clendenning. If there is no opposition to Mr. Clendenning I shall ask him to come forward, and the clerk will administer the oath to him before he makes his submission.

FREDERICK HAMPTON CLENNENING, called and sworn.

By the Chairman:

Q. What is your full name?—A. Frederick Hampton Clendenning.

Q. You represent in particular the Vancouver Merchants' Exchange; any other organization?—A. The Vancouver Board of Trade and the Vancouver Chamber of Shipping.

By Mr. Reid:

Q. Before Mr. Clendenning starts his submission I should like to ask him if his brief is endorsed by the Board of Trade also?—A. The brief is endorsed by the Vancouver Board of Trade and also the Vancouver Board of Shipping.

The CHAIRMAN: Mr. Reid, the clerk will read a communication from the Vancouver Board of Trade to show that Mr. Clendenning represents that body.

The CLERK:

VANCOUVER BC, March 5 1936, 3.15 P.M.

F. H. CLENDENNING,

Comp B TR CAR No 128 Train 4

Due Winnipeg Mch 5

Portage La Prairie

Council Vancouver Board of Trade have unanimously endorsed submission prepared by Merchants Exchange *re* employment oriental seamen etc and will be obliged if you will represent Board of Trade in this matter at Ottawa.

W. E. PAYNE.

By the Chairman:

Q. All the organizations you represent have been enumerated by you?—A. Yes, sir. The Canadian Manufacturers' Association—Mr. Dalton is presenting the brief himself.

Q. Is he here this morning?—A. No; he is at another meeting, but I understand he is going to write a letter to the committee.

Q. I shall now ask you to make your submission in so far as this reference is concerned to the committee, and I should like to have the best of order.—A. The title page of this submission reads:—

Submission *Re*:

1. Proposal regarding exclusion or restriction of employment of Orientals on vessels receiving a subsidy from the government of Canada, and

2. Proposal to require employment of an unstated percentage of Canadian citizens in the crew of vessels receiving a subsidy from the government of Canada.

Respectfully submitted to House of Commons Committee on Industrial and International Relations.

Approved unanimously by the Board of Trustees of the Vancouver Merchants' Exchange, Vancouver, B.C., March 2, 1936.

SUMMARY

Part 1. (Pages 1 to 9 inclusive) Submission sets forth nature and extent of the competition which must be faced by the Canadian subsidized mail and passenger service on the Pacific.

Details of the subsidies received and nature and extent of other financial aid granted to shipowners operating services of a competing nature (a) United States (b) Japanese (pp. 2 to 5 inclusive).

[Mr. F. H. Clendenning.]

Necessity of employment of Orientals on the Canadian service (p. 6).

Danger of imposing any restriction such as suggested (a) possible curtailment or cancellation of the service (b) unfavourable reaction on Canada-China trade relations and probable reprisals by way of refusal to ship by Canadian lines (pp. 7, 8, 9).

Part 2. Submission regarding impracticability of proposal to require employment by subsidized ships of foreign registry of a proportion of Canadian citizens. Showing that greatly increased subsidies would be required to induce shipowners to provide the services if either or both the above requirements are made (pp. 9, 10, and 11).

VANCOUVER MERCHANTS' EXCHANGE

VANCOUVER, B.C.,

March 2nd, 1936.

MEMORANDUM *re* proposal to require employment of Canadian citizens as crew of vessels receiving subsidies from the Canadian government.

The Vancouver Merchants' Exchange (which organization comprises 226 firms engaged in the Import, Export and Shipping trade at Vancouver) notes the recurrence in parliament of the proposals which have been introduced on several previous occasions in the past few years for the severe restriction or entire prohibition of employment of Orientals on any vessels which receive a subsidy or subvention from the government of Canada, and requirement of employment of Canadian citizens in their stead.

At the present time, with large numbers of Canadian citizens unable to secure employment, this plea may appear to be reasonable and, from a national point of view, quite sound. An examination of the subject, however, reveals that it would be highly inadvisable for the government of Canada to entertain any such suggestion, nor indeed would it be practicable for them to implement it, even were they so minded, as any effort to do so would defeat, in large measure, the very object sought—viz. increasing employment of Canadian citizens.

The Vancouver Merchants' Exchange therefore respectfully submits its views on the subject for consideration of the government as follows:—

PART 1

So far as foreign-going ships are concerned the plea is made that vessels operating from Vancouver under Canadian registry; Canadian owned and receiving subsidies from the Canadian government employ a large proportion of orientals in their crew. It is suggested that the Canadian government could compel the operators of such vessels to replace the orientals in their crews by Canadians, by making this a pre-requisite qualification for a subsidy.

It can be demonstrated that the cost to the operators of the vessels concerned would far exceed the amount of the subsidies which they receive, and it follows that abandonment of the subsidy would result rather than acceptance of the condition proposed.

The only foreign-going passenger and mail line operating from the Pacific coast of Canada under subsidy from the Canadian government employing orientals in their crews is the Canadian Pacific Steamships Ltd., with four vessels, the *Empresses of Japan*, *Canada*, *Russia* and *Asia*. All these vessels are employed in mail service from Vancouver to Japan and China.

I might qualify that, Mr. Chairman, by saying that the vessels proceed to Manila, as well, and two of them are routed to Honolulu.

These services are maintained in competition with (a) Japanese lines, (b) United States lines. The Japanese lines receive heavy subsidies from the Japanese government and apart from this, employ exclusively Japanese officers and crews, who receive a considerably lower wage scale than is acceptable to Canadian crews.

The United States lines receive subsidies from their government considerably in excess of those received by the Canadian vessels.

The Canadian Pacific Steamships receive by way of subsidy or mail subvention \$600,000 per annum from the Canadian government and their contract calls for, *inter alia*, vessels of a certain high class and speed, and a guaranteed schedule with penalties for non-observance, and 26 voyages per annum.

The above must be contrasted with the subsidies paid to United States lines operating to the Orient. According to the annual report of the Postmaster General of the United States for 1931 pp. 129-30 (the latest available to us) the following postal subventions were paid to United States lines operating from Pacific Coast ports to the Orient.

San Francisco to Manila—Dollar Lines—26 voyages per annum—\$1,473,000 per annum.

San Francisco to Dairen—Oceanic and Oriental Navigation Co., 14-19 voyages per annum—\$356,000 per annum.

Seattle to Manila—Admiral Oriental Line—24 voyages per annum—\$1,473,000 per annum.

Portland to Manila—Admiral Oriental Line—24 voyages per annum—\$434,000 per annum.

Portland to Dairen—States Steamship Co.—12 voyages per annum—\$205,000 per annum.

Tacoma to Manila and Dairen—Tacoma Oriental S.S. Co.—24 voyages per annum—\$393,000 per annum.

It must further be noted that American shipping has been assisted in addition to the mail subventions above noted by the purchase of most of the vessels now operated by the lines mentioned above from the United States Shipping Board at a small fraction of their cost and on easy terms.

We quote the following from "Maritime Trade of the Western United States" by Eliot G. Mears, Standard University Press 1934, page 402:—

Between 1923 and 1928 the Shipping Board disposed of all of the government-owned services on the Pacific. The Pacific coast was therefore the first to emerge from the war-imposed conditions of government ownership and operations. The "President" ships, which were combination cargo-and-passenger type vessels of 10,500 and 14,200 gross tons, were sold at prices ranging from \$50 to \$80 per ton, a small fraction of their original cost. To the extent that serviceable ships have been sold to American shipping companies at prices well below their replacement cost, such companies have been relieved of a portion of their overhead burden and hence have been assisted in the competitive struggle with both American and foreign operators. A further aid granted to United States shipping operating on the

Pacific is the Construction Loan Fund authorized by Congress in 1928. We quote from the same source page 401:—

In addition to postal subventions, other financial aid is extended to the American shipping and shipbuilding industries. Among the most important of these is the revolving loan fund available at low

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interest to shipowners who order vessels of approved types to be constructed in American yards. The Act of 1928 established the fund at \$250,000,000 (an increase of 100 per cent over the amount specified in the 1920 Act), and provided that the interest rate on loans for ships for foreign service should be the lowest appearing on any government obligation issued later than April, 1917. Early in 1931 a ruling appeared stipulating that interest rates on inactive ships, or those employed in domestic trade, should be not less than 5.5 per cent, while loans to ships in process of construction or remodeling or engaged in foreign trade should be not less than 3.5 per cent. The amount loanable on any one vessel is three-quarters of its cost of construction or remodeling, and the period of the loan may be as long as twenty years.

The Dollar Line has taken advantage of this fund for the construction of two passenger-and-cargo vessels of approximately 23,600 gross tons each and a speed of twenty knots. Loans on these two vessels total something over \$11,000,000. The same company has also financed, through the construction loan fund, the reconditioning of five of its "President" liners. Sums advanced by the government on this account have aggregated \$1,750,000.

The facts regarding subsidies, subventions, and aids of one kind or another granted by various nations to their shipping are surprisingly difficult to discover, but it is abundantly clear and is well-recognized that the United States has bonused shipbuilding and aided her national tonnage to an extent far beyond anything which Canada has done or is doing.

As regards Japan we note in the same book as quoted above (which, by the way, is regarded as authoritative) the following (page 388-9):—

Subsequently all Japanese shipping involving the national interest has been subject to the Department of Communications, which enters into contracts with the several lines specifying such matters as the routes, type of vessels, and frequency of sailings. For the most part, a system of fixed payments for specified services is in effect, although the routes to Europe and to Australia are operated on a system by which the compensation varies with the mileage and weight of Japanese mail carried. For example, the approximate subsidies for the three transpacific services of the Nippon Yusen Kaisha, which absorbed the Toyo Kisen Kaisha in 1926, are: from Japan to Seattle, \$850,000; one from Japan to San Francisco, \$1,400,000. Also (page 391)

The New Construction Facility Act was passed at the special session of the Imperial Parliament in the fall of 1932. The prime purpose is to substitute new tonnage for old, under an approved arrangement whereby a bounty is created for 200,000 gross tons of new ships, while the owners of 400,000 tons of ships to be scrapped will be compensated by specified subventions. The "scrapping ship" should be of steel or iron, 1,000 gross tons or over, and at least twenty-five years old (with possible exceptions approved by the Ministry of Communications). The new vessel, called the "replacing ship," should be a steel-fabricated modern vessel of over 4,000 gross tons, capable of at least $13\frac{1}{2}$ knots (unless a lower speed is approved by the Ministry), and built in a shipyard located in Japan proper. It is further provided, with reference to the replacing ship, that "her gross tonnage should not be less than one-third of the gross tonnage of the scrapping ship." Also, when the total gross tonnage of the replacing ship is 50 per cent or more of the corresponding tonnage of the scrapping ships, the subsidy allowance is not available for this excess. The

subsidy rates are on a sliding scale according to speed, with the minimum payment of 45 yen per gross ton for vessels below 14 knots and the maximum of 54 yen for vessels of 18 knots.

The Facility Act grants a total subsidy of 11,000,000 yen, allocated as follows: first fiscal year, 1,250,000 yen; second year, 5,500,000 yen; third year, 4,250,000 yen. The term of the legislation is three years, while the term of existence of the society is five years. It is noteworthy that all subsidy applications must be approved by the Ship Improvement Institution before the required documents are submitted to the Minister of Communications.

The results have been immediate.

Further to the advantages secured by Japanese shipping by reason of the subsidies and the construction loan fund, it must be noted that the wages paid to their officers and crews are on a much lower scale than obtains in British ships of Canadian registry.

Enough has been said to indicate that it would be impossible for British ships of Canadian Registry to compete on an even basis with either the heavily subsidized United States ships or the subsidized and cheaply operated Japanese ships unless they are able to reduce their cost of operation below that involved in the payment of wage scales acceptable to Canadian crews. The employment of Orientals on these vessels is thus absolutely essential under existing conditions.

Further, the employment of Chinese on transpacific passenger vessels is both necessary and desirable for various reasons.

- (a) A large percentage of the passengers are Chinese.
- (b) Chinese and Europeans cannot ordinarily work side by side in the commissariat and stewards' departments.
- (c) If for no other reason than the language question it would be impossible to employ European stewards to wait on Oriental passengers.

While we have no definite knowledge of the additional operating cost which would result from the replacement of Chinese by Canadians on the Canadian trans-Pacific passenger vessels we are informed by the Canadian Pacific Railway Company that it would be roughly \$1,000,000 (one million dollars) per annum.

It would thus appear that unless the subsidy given to that service were increased very substantially, it would be cheaper for the Canadian Pacific to relinquish the subsidy entirely rather than accept it under the condition that they substitute Canadians for Chinese. Relinquishment of the subsidy would, so it appears to us, probably result in their being forced to abandon the service altogether. Such a result would, quite obviously, be very greatly to the disadvantage of Canada and particularly to the port of Vancouver.

It must be noted that the employment of Orientals on services to the Orient is not merely a Canadian question. Services operated from Europe to the Orient invariably employ a large percentage of Orientals in their crews, principally Lascars.

Great Britain, as the largest and most experienced shipowning country, imposes no restrictions whatever in this regard, nor does any other nation (according to the best of our information) with the exception of the United States, which requires in the case of vessels receiving a subsidy that 75 per cent of the crew shall be "American citizens."

I have just been informed that that should be two-thirds instead of 75 per cent.

[Mr. F. H. Clendenning.]

This however is interpreted, as including American Citizens of any race, such as Filipino and Negro, and we understand that a number of men of those races are employed on United States subsidized vessels in the passenger trade to the Orient, and in addition a considerable number of Chinese, there being an allowance of 25 per cent of the crew as non-American Citizenship.

That should be 33 $\frac{1}{3}$ instead of 25 per cent.

In this connection it may be noted that a large proportion, nearly all we believe, of the Chinese employed on the Canadian vessels in question are "British Subjects," of Hongkong, which is a British Colony.

In conclusion it would appear that in view of the nature of the competition which must be faced by the subsidized Canadian mail and passenger service to the Orient, which is of very great advantage to Canada, to the Port of Vancouver, and to exporter and importer it is essential that no restriction such as is suggested be placed on this service, or in the alternative that the subsidy be very considerably increased.

We have reserved as our final argument the strongest plea which can be adduced—namely the probable harmful effect on Canada's relations with China if the proposed restriction were imposed. It is difficult for anyone who has not personally experienced the facts to understand the mental attitude of the Chinese toward any action which is considered by them as an affront. We in Vancouver to our cost, know this very well, for we have suffered from it. Three years ago when the Chinese imposed a boycott against Japan as a protest against her aggressive tactics, Chinese importers refused to accept shipments from Vancouver on Japanese vessels. They went further, and refused to buy Canadian Salt Herring caught and packed in British Columbia because some Japanese were engaged in the fisheries.

This boycott was carried to the unbelievable extent that, not only did the Chinese refuse to import Canadian Salt Herring, but thousands of tons which had been imported to Shanghai by British merchants could not be sold to the Chinese and rotted on the wharves; and had finally to be disposed of at a tremendous sacrifice. For confirmation of the effect of this boycott see reports of Canadian Trade Commissioner at Shanghai, or secure information from the Department of Trade and Commerce, who are well aware of the circumstances and the present condition.

Likewise, during the same boycott, the Chinese "tong," or union, in Vancouver, issued an edict that no Chinese vegetable merchant in Vancouver might import or handle any "Jap Oranges" (Tangierines) and the many retail Chinese fruit and vegetable stores throughout Western Canada have for the past three years voluntarily relegated that lucrative business to white Canadian stores.

It is almost incredible the length to which the Chinese will go, and the degree of loyalty which they give to any such actions.

We very much fear (in fact it is almost certain) that were Canada to affront China by refusing to employ Chinese on the vessels concerned, the immediate effect would be a refusal by Chinese importers and exporters to ship by such vessels and the trade would be largely lost to Canada, and certainly lost to the line.

Our statement above on this point is considered altogether too moderate by one of our prominent export merchants here, who has spent years in China and does a very large business there in export of Canadian products. He says: "You say 'We very much fear' that the result of throwing the Chinese off Canadian ships by a government regulation

would have a bad effect. It is not to my mind a matter of doubt at all. I am quite certain that if the Government took any such action the Chinese would at once refuse to ship on any vessel of Canadian registry, and very likely would boycott (partially at least) Canadian products. They are a very sensitive race, very proud and very honourable, and any insult real or fancied is immediately resented. Just when Canada is endeavouring to set up better relations with China and is thinking of establishing her own Minister there, and of making commercial tariff agreements, any such action would be most deplorable."

A service such as this must be regarded as international and not national in character. Chinese patronize it as well as Canadians both as passengers and as shippers.

Canada is endeavouring to build up trade with the important and growing Chinese market, which holds for the Pacific Coast great future promise. Any ill-considered action predicated on the employment of a few more Canadians might easily result in losses of trade far outweighing any advantage so secured, if indeed it could be secured by such means, which is doubtful.

PART II

RE REQUIREMENT THAT VESSELS RECEIVING SUBSIDY SHALL EMPLOY CANADIAN CITIZENS AS PART OF THEIR CREW

Having dealt at some length with the question of employment of Orientals on the Canadian subsidized passenger and mail service on the Pacific, there remains the further question of the proposed requirement of employment of an unnamed proportion of Canadian citizens on the crews of all vessels receiving a subsidy from the Canadian Government.

In the first category, the passenger and mail service, are the Empress liners operated by Canadian Pacific Steamships, Ltd. In the category now to be dealt with are the following Freight services:—

1. *British Columbia and China*: Subsidy of \$118,800 per annum for regular service of freight steamers providing two sailings monthly from B.C. ports to China.

This subsidy is now held by the British Canadian Steamships Ltd., and operated by Ocean Shipping Company Ltd., of Vancouver. The contract requires that vessels of British registry only shall be employed.

That should be further extended to read "except after discussion with the minister."

2. *Vancouver-British West Indies*: Subsidy is \$33,000 and is for a freight service of twelve sailings per annum. No restriction as to flag of vessel. Now held by Canadian Transport Company, Ltd., of Vancouver.

3. *British Columbia-South Africa*: Subsidy is \$84,000 and is for a freight, passenger and refrigeration service; monthly sailings.

Now held by Silver-Java Line.

In the case of none of these subsidies is there any stipulation for the employment of Canadian citizens in the crew, nor restriction of employment of Orientals or other races. The matter of nationality or race of officers or crews is not mentioned.

The objective of these subsidies is to secure for Canada the benefits of regular freight services specifically serving British Columbia ports, so that ready access may be had by Canadian exporters, particularly of lumber, to the markets concerned.

It would be entirely impracticable to require that Canadian vessels shall be employed in these services, there being no suitable Canadian vessels available. This being so the Government called for tenders for the respective services and the successful tenderers undertook to provide the necessary tonnage. In the case of the China and the West Indies services the contractors chartered vessels on the open market and in the case of the South Africa service the contractors were themselves owners and operators of vessels of British and Dutch registry.

In the case of the China and West Indies services some of the vessels employed have crews which include a number of Chinese, Lascars or other Oriental races.

The native crews of the South Africa service vessels consists principally of Malays, Lascars and Goanese (East Indians).

The point is that if it were to become necessary, when chartering vessels for employment in these subsidized services, to stipulate (a) that Orientals shall not be employed or (b) that a certain percentage of Canadians shall be employed, it would be impracticable to go on the open market and secure tonnage. Tramp vessel owners are not accustomed to any such restriction or requirement and would in consequence prefer to engage their vessels in regular trades where no such extraordinary conditions prevail. The effect would be that there would be little, if any, competition and the rate demanded would be much higher, if indeed tonnage were available at all with such restrictions.

This would result in either (a) higher freight rates, which would be to the detriment of Canadian exports, or (b) the necessity of increased subsidies, or (c) abandonment of the services.

If the Canadian Government policy is to be one of assistance to exporters in building up substantial trade with markets which were not readily and regularly reached, the imposition of any such restrictions or requirements would in great part defeat that policy and the employment of a few Canadian seamen would be more than offset by the loss of employment of men in the manufacture of the products which now move to the markets served by the subsidized services.

The disadvantages of placing restrictions on shipping are inescapable. Restrictions of any nature imply higher cost of operation which necessarily implies higher freight rates, which tend to defeat the object for which the subsidies are granted, viz., the development of trade and increase in industrial activity.

Respectfully submitted,

VANCOUVER MERCHANTS' EXCHANGE,

J. T. HAMILTON,

Secretary.

Unanimously Approved by
Board of Trustees,
March 2, 1936.

The CHAIRMAN: Mr. Clendenning will be open, or ready, for any legitimate questions that members of the committee may desire to put to him.

By Mr. Reid:

Q. There are one or two, I think, errors, in the submission made by the witness, which I think perhaps should be corrected; but these can be corrected as we go along. For instance, on page two he says, B.C. steamships \$600,000

per annum. I think that should be \$690,000, so the record may be correct. That was the official figure given us last year when Mr. Bawden, of the department, was before us.

Then, on the first page, might I draw the attention of Mr. Clendenning and the committee to the fact that the resolution is not asking for the entire prohibition of the employment of orientals. If you will read the resolution you will see that it says, "greater numbers of white Canadian citizens." His statement here would lead one to believe that we are asking for the entire prohibition of the employment of orientals; which we are not doing.

Has Mr. Clendenning any figures regarding the subsidies, and the reasons for the subsidies, paid either to the Japanese steamships or to the American steamships. My understanding is that a subsidy is paid by these two nationals not altogether with a view to employment or trade, but with a view rather to their being used as naval vessels; so you can hardly compare their subsidies with those paid to vessels on account of trade. As I understand it their subsidies are paid on a basis essentially similar to that used by Great Britain, with a view to these ships being constructed in such a way that in the event of war they will be available?—A. The Canadian Pacific ships come in that same category, but they get the subsidy.

Q. No, as we do not subsidize any ships with a view to their use in war?—A. But for trade and the carrying of mails.

Q. I may be wrong in this?—A. Nevertheless in respect to the construction of Canadian Pacific vessels, they are fast vessels and in the case of any hostilities they would be immediately commandeered and put into service exactly the same as the others.

Q. Have you any information or data with regard to profits made by these steamship companies in conjunction with subsidies; whether they are running at a loss or not?—A. No. I may tell you, frankly—

The CHAIRMAN: Which ones do you mean?

Mr. REID: The American and Japanese, which he claims in this statement are receiving large subsidies.

By the Chairman:

Q. Have you anything on that?—A. No, I haven't. I can make this statement, which I think is more or less public property, that most of the American lines operating on the Pacific coast are practically broke, for one reason or another.

By Mr. Reid:

Q. I wonder what that means; it is so easy to say they are "broke." That word is one which has a lot of meanings in so far as business is concerned. It is not hard for them to show that they are broke, nor is it hard to prepare a statement to show that they are broke?—A. I may say this, Mr. Reid, one of the ships of a Japanese subsidized line calling at the port of Vancouver just the other day was unable to advance sufficient cash to meet the pay-roll for the discharge of her cargo, and the vessel was tied up for two days in Vancouver before she could unload.

Q. I wonder if you could tell me, and tell the committee, from this brief, why it is that, if my statement is not correct with regard to the subsidies paid by Japan, Japan requires a subsidy to compete with the American lines. I do not know whether you have any figures on that?—A. No.

Q. Well, I have some, but I want to get more information about the figures; I want to know why it is that Japan requires a subsidy to compete with the American lines, say, when the American lines, while not the highest, pay the

[Mr. F. H. Clendenning.]

second highest wage scale. Why is it that Japan requires such a large subsidy for her ships to compete with the American lines who are paying the second highest scale of wages. Have you any information on that?—A. I have not got any information as to that. I know they are operating a high type of vessel to compete alongside of the American passenger ship which is heavily subsidized.

Q. Have you got a copy of the agreement which the Canadian government have with the steamship companies?—A. No, I have not.

Q. Well, I have. Now, if you will turn to page 8 and to part 2, you will see that there you make no reference to the employment under contract of any seamen. Let us take number one, British Columbia and China service, subsidy \$118,800. The information I have—and I have a copy of the contract with me—one clause provides that the officers and engineers must be British. You make the statement in your brief that the contract requires that vessels of British registry only shall be employed?—A. Of course, you cannot operate a British vessel without having British officers; you must have your master, your chief engineer, etc.

Q. I am drawing the attention of the committee to the fact that in this connection, that Mr. Clendenning made the statement, in respect to the various subsidies, that no stipulation is made with regard to crews. I am just drawing to the attention of the committee that this is wrong.

Mr. NEIL: Hear, hear.

Mr. REID: It is absolutely wrong. I could give you one of the contracts here. The whole thing needs re-checking.

WITNESS: When we deal with a British ship we take the vessels without question and accept the crew without question; and I take it that that is the way the government would accept under the contract, that is all they would be asked to do.

By Mr. Reid:

Q. In short, that provides only for British officers and engineers. Then the Vancouver-British West Indies subsidy is \$33,000. Two-thirds of the crew will be British?—A. Two-thirds of the crew will be British, I think.

Q. That is what it was; that is the information given by Mr. Bawden here to the committee last year?—A. This statement in regard to the Vancouver-British West Indies service was passed upon by the manager of the line which has the subsidy.

Q. Have you any information you can give to the committee with regard to the Silver-Java line; as to the nationality of the vessels they charter?—A. There subsidized service is operated by their own vessels, of either Dutch or British registry; that is, their subsidized service to South Africa.

Q. Have you any data or figures you can give to the committee regarding freights charged by other lines such as the American lines or the Japanese lines in comparison with this subsidized line?—A. No; but I can say generally that the rates are about the same. There would be very little difference I should say.

By Mr. MacNicol:

Q. Mr. Clendenning, the Silver-Java line is part British and part Javanese is it not?—A. Yes, that is the service.

Q. Have you any information to show with respect to the ships in this service how many are British and how many Dutch?—A. Their service calls for a monthly sailing, and I would say it was pretty much on a fifty-fifty basis. One month it would be the British line and the next it would be the Dutch. It is an alternated service.

Q. Mr. Reid has pointed out with respect to these subsidized Japanese

vessels, that these ships are of a type built for war purposes; can you say if that is so, are they more heavily constructed?—A. Well, I would not want to answer that statement, Mr. MacNicol. They are a combination high-class freight and passenger vessel. The Nippon Yusen Kaisha operate this line and for the purpose of competing with the American lines in and out of Vancouver, and their vessels make the same time, eleven days, between Vancouver and Yokohama, and serve the same ports between our west coast and Asia.

Mr. MACNICOL: There ought to be some explanation of the point Mr. Reid brought out as to the low wages paid in respect to the high subsidies of the Japanese lines as compared to the higher wages on the British lines.

Mr. REID: If you want an answer to that I can tell you that because I have been on them. They are heavily reinforced with steel under the decking and otherwise so that in the event of war the guns can be mounted on them. That is one of the reasons why the modern vessels on the Japanese lines are heavily subsidized, that is the point I am trying to make.

By Mr. Martin:

Q. The other day in the house the Minister of Trade and Commerce in answer to a question by me said that the subsidy operated only in the case of travel from Canada to another point; what do you say about that?—A. That is generally the basis on which the subsidy has been given, in my experience. It is only given for a service to take care of our exports.

Q. Then, how can that be; the money goes to the company, to the exchequer of the company, and to the extent of the subsidy it is enriched; how can you say that it applies to travel only one way?—A. Of course, their subsidy is only given for the one way service—or, for the round service; and it may be that it does go into the general fund. In figuring the operating cost on a Canadian vessel, you are operating a service outward and of course you have to get her back home again.

Q. Isn't it true that the company will benefit to the extent of the subsidy; while it may be the intention that it shall operate only one way, the real point is that the subsidy is paid to the company and travel has nothing to do with it?—A. Oh, yes. The situation would be this, if you were asking for a subsidy for a service you know what it is going to cost you from one port over to another port and back home again. You know all that before you start. You have a fair idea as to what your freight and passenger revenue will be; then you can get what your loss is going to be.

Q. Perhaps you can help, I put the question already to the Minister, and my point was this: I objected to the subsidy on the ground that the subsidy, in the case of travel from British Columbia to South Africa, enabled the corn grower in South Africa to compete with the corn growers of western Ontario, the corn growers of South Africa being subsidized to the extent of 10 cents per bushel by the South African government in the case of export, and it seemed to me that this subsidy to these ships was similarly additional encouragement to a source of competition that was proving very disastrous to a number of Canadian farmers. Now, having in mind that picture, allowing or assuming that a ship leaves Vancouver and goes to South Africa, that same ship comes back bearing South African corn?—A. I don't think so.

Q. What is that?—A. I do not think any of those ships have brought back corn.

Q. They certainly do, it has to come across some way and it is quite certain it does not fly, it comes in these subsidized ships. Having in mind that problem how can you, in fairness, say that the subsidy operates only one way. The Minister agrees with you, but I cannot see it. I thought you might simply explain?—A. Well, we will leave out the grain feature, because I think you have

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been misinformed with regard to this corn. The sort of corn that does come into Vancouver, of which I have any knowledge comes from the Argentine. I have never known of any eastern Canadian corn coming into the British Columbia district.

Q. But this is South Africa?—A. Yes, I know; British Columbia imports generally from South America and the Argentine.

Q. They do not import from the Argentine now?—A. No, but they have; that has been their main market; but I do not know of any Silver-Java vessel bringing in any corn. In the first place I do not think their vessels are suitable.

Q. I am not talking about any particular steamships now. I thought you might be able to help clear up the point I raised about these subsidies.

Mr. MacNICOL: In any event, the corn from South Africa would likely land at Atlantic ports. To go to Pacific ports, it would only be going around the other way.

Mr. LACROIX: Yes, it competes with Argentine corn.

WITNESS: Yes, it competes with Argentine corn.

The CHAIRMAN: It is a question of government policy.

Mr. MARTIN: I am asking this man if he can explain that.

WITNESS: Just as I said before, it is a main question with Canada of getting her exports into a foreign market. There is certain competition that you have got to meet. Take China. You have the Tacoma Oriental vessels as an instance. The Tacoma Oriental service, which is a service competing with the British Columbia-China subsidized service, are paid on an average of \$16,375 per voyage or approximately \$4,950.

By Mr. Reid:

Q. If I might ask a question right there, is it not a fact that the rates for the whole Pacific coast are set at San Francisco by the American controlled shipping interests, including even the rates set by the Silver-Java line?—A. Yes and no. On the oriental service they have what they call a Pacific westbound conference, but they are not set by San Francisco. That is an argument made by San Francisco members.

Q. Well, controlled?—A. No, they are not controlled. If the Canadian Pacific should want to put in a rate at Vancouver, they get the rate—

Q. The Silver-Java I am speaking of, which operates in San Francisco and Seattle right now?—A. To South Africa?

Q. Yes.—A. No, I do not say they are controlled. They have got their main principal in San Francisco, their head office. In the case of the European service they have a conference, a committee in Vancouver, and as far as Canadian commodities are concerned they are getting special consideration, and recommendations from Canadian organizations, Canadian representatives.

Q. I mentioned that because my information is that it nullifies the effect of the subsidy; because if the subsidy is given to increase trade, why should the rates be set in San Francisco for Canadian subsidized ships?—A. That is not altogether correct. You might say that we represented a number of foreign principals. We cannot, without making a recommendation to our principals on a rate; just the fact that our principal, if he is located in San Francisco or he is a direct representative in San Francisco, and he agrees with us, I do not think you can say it is absolutely controlled in San Francisco.

Mr. MacNICOL: I should like to ask a question now if I may.

The CHAIRMAN: All right.

Mr. MacNICOL: The committee will be rising and Mr. Clendenning will be going away. I want to get the real background of the interest behind Mr. Clendenning. I should like Mr. Clendenning to tell us just what he represents. Perhaps he did at the beginning, but I have forgotten it for the moment.

By Mr. MacNicol:

Q. Do you represent the principal shippers and importers of Vancouver?—A. No. I am president of the Empire Shipping Company. That is my personal business. I am talking to-day for the Vancouver Merchants' Exchange, the Vancouver Board of Trade and the Vancouver Chamber of Shipping.

By Mr. Neill:

Q. And the Manufacturers' Association?—A. The manufacturers put their endorsement in.

By Mr. MacNicol:

Q. Do those three organizations represent both the importing interests and the exporting interests?—A. Every deep sea ship operator is a member of the Vancouver Merchants' Exchange and the Vancouver Chamber of Shipping. The Vancouver Merchants' Exchange includes the grain interests. They have lumber interests and general exporting and general importing interests. The Board of Trade is a general representation of all lines of activity in Vancouver, affiliated with the boards throughout the province.

Q. This submission is their considered opinion of what the result will be if this recommendation is made as to the crews?—A. Yes. They are looking at the condition from a port standpoint first, probably; Vancouver second and Canada next. Whatever affects Vancouver is going to react against Canada. I think anyone can say without fear of contradiction that the service to-day with Canadian Pacific ships is second to none. As a result of that there are thousands of American tourists each year who travel back and forth and go through Canada, staying around Vancouver for days at a time; all of which means money to Canada.

Q. Now a word with reference to the crews. I have not heard anything said this morning about Japanese working on board these ships. Do crews consist exclusively of Canadians or British plus Chinamen only?—A. Yes, I think so. There may be an odd Jap.

Q. The Chinese engaged are British citizens of Hong Kong?—A. That is what we understand.

Q. Are there any British Chinese engaged? Are there any of the Canadian British Chinese engaged?—A. Well, on some of the coasting boats you would probably find the odd Canadian Chinese in the galley.

Q. Why would our own Canadian born Chinese not serve on board these ships?—A. They do not go to sea, except the odd cook. I do not think you get very many of the Chinese in British Columbia going to sea, or following the sea.

Q. Then the considered opinion of these interests that you have mentioned is that if the House recommended that the Chinese were not to be engaged on board these ships, it would result in either the necessity of giving a very much larger subsidy or the possibility of the service being discontinued; and if the service were discontinued, it would be very disastrous, in your opinion, to the business interests of Vancouver?—A. It would be a calamity.

MR. REID: Would Mr. Clendenning tell us this: Why it was from 1921 to 1930 this steamship company particularly operated from the Pacific coast on the same trade route without one cent of subsidy from the Canadian government and no calamity befell it?

WITNESS: I am not saying the Canadian Pacific would pull their ships off. They have got three choices. They can either take the subsidy and put on white crews and operate their vessels, or they can abandon the service altogether, or they can say, "We will abandon the subsidy." I do not know the policy of

[Mr. F. H. Clendenning.]

the Canadian Pacific at all. I am not fighting for the Canadian Pacific. I am here appearing on behalf of these organizations without any reference to the Canadian Pacific. We are not out fighting the Canadian Pacific's battle.

The CHAIRMAN: The Canadian Pacific intends to make a submission to the committee later. All that information will come in the future.

By Mr. Reid:

Q. Would you put it seriously here to-day that the men engaged in Hong-kong are really British subjects? Would you put that forward seriously as your opinion?—A. Well, I don't know, except the statement which is made. They claim they are British subjects.

Q. Yes, they claim that. But that is not proof.—A. Well, there are a lot who claim they are Canadians, who are not.

Mr. BETTS: Might I ask a question on what Mr. Clendenning describes as one of the most important arguments in the brief? He was dwelling on the pride of the Chinese as a race, with which I think we are all in agreement. Then he instanced the antagonism that was created when there was friction between Japan and China and certain Canadian products were allowed to rot on the wharves and that sort of thing. Would Mr. Clendenning agree that perhaps the antagonism towards Japanese interests would not go to nearly the same extent to any effort on the part of Canada to preserve more employment for her own nationals? In other words, if the Japanese feature were entirely removed, the argument that he has used would not be nearly as strong.

Mr. NEILL: They happened to be at war with Japan at the time and we know that.

Mr. BETTS: Yes.

By the Chairman:

Q. What do you say as to that?—A. The situation with the Chinese is this: They are a very peculiar race, and if you hurt their feelings, whether you are right or whether you are wrong, they come to their own conclusions about it and they act accordingly.

By Mr. Betts:

Q. I quite understand, but their feelings are far more susceptible to injury by any Japanese policy than by any Canadian policy?—A. No; that is, just at the moment. It is so just at the moment, or has been so for some time due to the attitude of the Japanese.

Q. Yes; from necessity we are dealing with this situation on the basis of the present situation.

Mr. NEILL: Mr. Chairman, I heartily agree with the gentleman who just spoke. We know the situation on the Pacific. It is all nonsense about this sensitiveness. They were at war. They were being abused or dominated by the Japanese. That is why they boycotted their goods. We are not at war with China. However, I should like to ask Mr. Clendenning a question.

By Mr. Neill:

Q. On page 2, you said that subsidies granted by the United States are such and such, according to the annual report of the Postmaster General of the United States for 1931. That is five years ago. Could you not get something more recent than that to help us along?—A. They were set for ten years. The appropriation went through, as we understand it, for a ten-year basis. I do not think there is any change in those.

Q. It is absurd to say that the report of the Postmaster General of the United States is not available for the last five years.—A. Well, we can get the figures up to date.

Q. Why bring that which is five years old?—A. Because personally I did not draft this.

Q. Then on page 7 you said—and this is your brief, not mine—that the Americans in the United States, when subsidizing these boats, require that 75 per cent of the crew shall be American citizens?—A. Yes.

Q. Do you not think that, if they can make that stipulation, we can make the same?—A. I asked that that be corrected to two-thirds.

Q. You admit that the Americans do recognize the need for taking care of their own nationals?—A. Well, I would not want to—

Q. No, I know you would not want to.—A. I would not want to follow the United States, as a nation with a merchant marine, with all the troubles that I have seen.

Q. I have in my hand a wire that the Chairman read at the beginning of these proceedings. It is not signed, by the way, Mr. Chairman. Who signed it? There is no signature to it at all.

The CHAIRMAN: There is no signature?

Mr. NEILL: No.

Mr. MARTIN: It may be one of Mr. Reid's constituents.

The CHAIRMAN: There must be a signature some place.

Mr. NEILL: Who did sign that?

By Mr. Neill:

Q. Did you have anything to do with this, Mr. Clendenning?—A. No.

The CHAIRMAN: No, look at the top.

Mr. NEILL: They signed it upside down? I cannot see it.

WITNESS: I can understand this: A copy of this brief was sent by the secretary of the Vancouver Merchants' Exchange to the Shipping Federation of Montreal.

The CHAIRMAN: Just a minute; it is signed, "Shipping Federation of Canada" on the last line, Mr. Neill.

Mr. MACNICOL: Mr. Neill did not have his spectacles on, I guess.

Mr. NEILL: "10th December, 1931, Shipping Federation of Canada." I take it all back. It is signed.

By Mr. Neill:

Q. Mr. Clendenning, this was O.K'd by your branch in Vancouver on March 5, I think, and here it is O.K'd by the Montreal people, and it says: "This Federation strongly endorses." Did it come before their executive or an annual meeting or in what way was it endorsed?—A. I don't know as far as the Shipping Federation of Montreal is concerned. I don't know anything about that, other than I know the organization. I did not have anything at all to do with it other than, as I say, the Secretary sent me a copy of the letter that he sent to the Shipping Federation of Canada. That is customary between both the Merchants' Exchange in Vancouver and the Shipping Federation in Montreal.

Q. They got pretty quick work, did they not? It was only passed by you in Vancouver on the 5th, and it takes six days to go to Montreal, and this is dated the 12th.

Mrs. BLACK: I dare say they could telegraph.

[Mr. F. H. Clendenning.]

Mr. NEILL: This wire says that to reserve or restrict employment to Canadians on ships would be contrary to the spirit of the British Commonwealth Merchant Shipping Agreement signed in London on the 10th of December, 1931. Could we have a copy of that, so that we will know what we are doing?

The CHAIRMAN: Yes, we can get that.

By Mr. Neill:

Q. Have you any knowledge of that, as to what is the nature of it?—A. I presume he is referring to the Act there. I do not think I have got that.

Q. It is not an act; it is an agreement.—A. Yes, it is an agreement.

Q. The British Commonwealth Merchant Shipping Agreement.—A. I have not got it, but I might probably get one.

Q. When they send wires saying it is contrary to the agreement, I think they should submit the agreement.

The CHAIRMAN: Yes, we should have that agreement. You will try and get a copy of that?

WITNESS: I have an extract from it here, as follows:

PART IV

EQUAL TREATMENT

Article 10. Each Part of the British Commonwealth agrees to grant access to its ports to all ships registered in the British Commonwealth on equal terms and undertakes that no laws or regulations relating to seagoing ships at any time in force in that Part shall apply more favourably to ships registered in that Part, or to the ships of any foreign country, than they apply to any ship registered in any other Part of the Commonwealth.

Article 11. While each Part of the British Commonwealth may regulate its own coasting trade, it is agreed that any laws or regulations from time to time in force for that purpose shall treat all ships registered in the British Commonwealth in exactly the same manner as ships registered in that Part, and not less favourably in any respect than ships of any foreign country.

Article 12. Nothing in the present Agreement shall be deemed—

- (i) to derogate from the right of every Part of the Commonwealth to impose customs tariff duties on ships built outside that Part; or
- (ii) to restrict the right of the Government of each Part of the Commonwealth to give financial assistance to ships registered in that Part or its right to regulate the sea fisheries of that Part.

Mr. BETTS: I take it we shall be furnished with copies of the brief that is before us this morning. I was not fortunate enough to get one.

The CHAIRMAN: Everything that was said this morning will be in your committee report. Are there any other questions?

By Mr. Massey:

Q. May I ask a question. These ships go to Japan as well as China. What is the reaction of the Japanese to the fact that there are no Japanese on these ships, but all Chinese?—A. Oh, the Japanese mostly travel on their own line.

Q. The Japanese merchants for example. It was contended that the Americans employ 75 per cent of their nationals.—A. The Japanese is an entirely different type of man from what the Chinaman is. They do not react against these matters; they do not pay any attention to that. They have their own vessels and they patronize their own vessels pretty well.

Mr. MARTIN: Mr. Neill seems to have touched a point that would interest me as a member of this committee; namely the Americans employ 75 per cent of their own nationals.

The CHAIRMAN: 66 $\frac{2}{3}$ per cent.

By Mr. Neill:

Q. You said 75 per cent?—A. I corrected that, Mr. Neill.

By Mr. Martin:

Q. I do not think you have answered that—I am saying this with great respect—I do not think you have answered the question; if they can do it, why cannot we?—A. Of course, it can be answered, as we say in this brief in the subsidy. The American vessels are paid practically a million and a half dollars a year subsidy. The type of vessel that the C.P.R. have to-day would cost considerable to look after, if the crews were changed.

Q. You are not serious when you suggest we would lose trade if we employed some of our own nationals?—A. What do you mean when you say "some."

By Mr. MacInnis:

Q. Put it this way: do you think the United States ships are boycotted by Chinese because they stipulate that 75 per cent or 66 per cent of the crew must be American citizens?—A. They carry quite a few Chinese.

Q. That is not my question. Do you think that they are boycotted to any extent by the Chinese because they have that stipulation?—A. No, I do not think they are; but they are paid a subsidy to offset it.

Q. To offset what?—A. That is our whole point.

Q. What are they paid the subsidy for, to offset a boycott by Chinese?—A. They are paid a subsidy because they cannot operate vessels without loss, and they lose money even with the subsidy. They cannot operate and get by.

Q. We are also paying a subsidy. The point at issue is, if we were to stipulate that a certain percentage of the crew should be Canadian citizens whether there is danger of our vessels and our ships being boycotted by Chinese?—A. Of course, you are opening another point there where the Chinaman has been on the transpacific service, I imagine, from the day the first C.P.R. vessel was put in the trade. That was not so with the American vessels. The American vessels came right out there and started an entirely new program. The vessels were constructed for certain crews, quarters for white seamen, and you were not taking anything away from the Chinaman. All they were doing was giving the Chinaman something additional by putting the extra boats on and employing so many additional sailors. In the case of the C.P.R. ships it would be taken, in the opinion of the Merchants' Exchange Committee, as the right to put on an absolute boycott, and they would certainly go to it.

Mr. HILL: I think this enquiry resolves itself into this. We have not been told what percentage of Canadian citizens are employed, and we have not been told what percentage the mover of the resolution desires to see employed. If they want 40 per cent, 50 per cent, 60 per cent or 75 per cent, let them say so. I do not think they are asking for 100 per cent. I should like to know the percentage that the seamen want. There are a lot of positions on these boats that our Canadian seamen would not take. There may be as high as 50 per cent of the positions that our seamen would not take. Our people would not act in the capacity of servants, for one thing. It may be that the percentage would not be objectionable to the ship owners, if they knew what it was that the seamen want. If we knew that we might be able to clear up the situation.

[Mr. F. H. Clendenning.]

Mr. REID: In answer to that I may say that this matter was discussed last year and information was given to the effect that 60 per cent of the passengers carried on these boats were Orientals and that the percentage of the crew would have to be at least that high. Figures given by the department showed that from 10 per cent to 15 per cent of the whole ship's crew were Canadian or British, and that 80 or 90 per cent of the crew were Orientals.

Mr. HILL: We have really essential information now.

The CHAIRMAN: There was a statement made last year in the committee and it appears at page 2 of the report. It deals with the percentage question. I shall ask the clerk to read it to you. Mr. F. E. Bawden was giving evidence at that time. Mr. Bawden is the director of steamship subsidies in the Department of Trade and Commerce.

The CLERK:

By Mr. Reid:

Q. You are speaking now of—A. I am speaking of vessels of Canadian ownership and registry, then I will mention the others later. The Canadian National Steamships operate a subsidized service between Prince Rupert and the Queen Charlotte Islands. The 1934-1935 contract provided that two-thirds of the total number of officers, engineers, stewards and crew shall be British subjects. This contract has not yet been renewed for the year 1935-36.

The CHAIRMAN: Was it renewed, Mr. Reid? Can you give us that information?

Mr. REID: I should not like to say, officially; I don't know.

The CHAIRMAN: We shall obtain information as to whether the contract was renewed on that basis.

Mr. BETTS: I think we should obtain some other information that may be useful. It may be in the report, but I am not sure. Information should be obtained in regard to a matter which the witness mentioned, and that is that the United States are subsidizing their vessels at the rate of a million and a half dollars a year. It seems to me, before we can deal with this intelligently we should know exactly what they are getting for a dollar on a tonnage basis, and what we are getting for a dollar.

The CHAIRMAN: You mean the subsidy?

Mr. BETTS: No; the service they are getting for that subsidy on a comparative basis. They are paying one and a half million dollars, so it is said; but we do not know how many sea miles they get out of that, and how many tons. We do not know what we are getting for our subsidy. I think the brief would be far more informative if that information was given.

Mr. MACINNIS: I think we ought to have the difference in wages and working conditions, the hours of employment on the American ships, as compared with Canadian ships.

Mr. MARTIN: The suggestion has been made that jobs on these ships are too repulsive for Canadian nationals and the Canadians will not take them. I do not think you have answered satisfactorily the suggestion as put forward by Mr. Neill.

Mrs. BLACK: I have been travelling up and down the coast on those ships for thirty-eight years; and time after time there has been what we call a new strike in the interior. On those occasions I have been told by the officers that the white seamen had deserted and gone to the interior, either to Alaska or to the Yukon. I have never heard of Chinamen deserting. I have never seen on these coast ships any Chinamen or any Oriental in a higher position. They are either cooks or pantry boys on the Princess or Prince ships. They are servants

or men working in the hold. The Chinamen do not desert. The white men do desert, because they are always on the lookout for something better. The Chinamen save their money and eventually they hope to be buried in the land of their fathers, of course. That is another thing. All the superior officers are white people.

Mr. McIVOR: Would that apply to the transatlantic ships?

Mrs. BLACK: I do not know anything about the transatlantic ships. I have been travelling up and down the west coast for thirty-eight years, and I know it well. Somebody mentioned Canadian Chinese. I have known some of these cooks who have been on these boats for years, and they have brought their sons and their grandsons and have worked them into positions. When I go on board, some of these old cooks that I have known for years say, "Missy likes this, Missy likes that." They always call me that. I know some of them very well. It would be too bad if they were let out.

Mr. HILL: The committee is working this morning on the principle that we are looking for a hundred per cent white sailors on these boats. I do not think that is the idea. We might be able to arrive at a percentage, which would be more agreeable to the seamen, and we might obtain that without any great trouble, and without taking up too much of the time of the committee.

The CHAIRMAN: When we get all the evidence, that will be one question that we shall have to come to a conclusion on.

Mr. MACNICOL: Before the committee rises I should like to express my appreciation of the manner in which Mr. Clendenning has presented his report. I hope he does not think that any of us—

The CHAIRMAN: Would you make a motion to that effect?

Mr. MACNICOL: —object to his stand. Personally I have nothing in mind, whatever. I am doing the best I can for Canadians; and I am much interested in the fact that you represent such large business interests in Vancouver. That has made some impression on me. I want to do the best I can to ensure the employment of Canadian citizens. I think you are of the same opinion. If there are jobs for Canadian seamen we should not let Chinamen or any other nationality stand in the way of their obtaining the jobs.

The CHAIRMAN: Are you making a motion to that effect, Mr. MacNicol?

Mr. MACNICOL: If you so desire, Mr. Chairman.

Mr. McIVOR: I will second it.

Motion agreed to.

The CHAIRMAN: I extend to you, Mr. Clendenning, the thanks of the committee for the information you have given us this morning.

WITNESS: Mr. Chairman, ladies and gentlemen, I assure you I greatly appreciate the opportunity to appear here before you to-day, realizing it is a little out of order. I thank you all. I should like to say that there is no question, as far as the average Canadian is concerned, he would sooner see Canadian workmen on the ships than the others. With the experience we have had we know just what the result would be. Mrs. Black put it very, very well. If we had had white crews on the Empresses last summer they would have been tied up and you would not have had your mail service out of Vancouver. That would have been the position. We had a strike there as you know for six months before the longshoremen went back, and probably most of you gentlemen have read Mr. Justice Davis' report. It covered the situation very fully. I do not think any obligation can be put on the shipping interests without causing trouble.

Mr. MACINNIS: It is the privilege of free men to strike.

Mr. REID: Before the committee rises may I suggest that the members of the committee secure copies of the proceedings of last year. You will find in those proceedings the official data of the amount of subsidies paid.

The CHAIRMAN: Before the committee rises, may I say that I have two letters sent to me as chairman of this committee, one from Mr. Dalton, the representative of the Canadian Manufacturers' Association of Vancouver and also a letter from his office to the Vancouver Merchants' Exchange; and the contents of the two letters will show that the submission which was given this morning has the support of the C.M.A. I will ask the clerk to read them so that they will appear in the record for the information of the committee.

CANADIAN MANUFACTURERS' ASSOCIATION

205 VICTORIA BLDG.,

OTTAWA, March 13, 1936.

C. R. McINTOSH, Esq., M.P.,
Chairman, Industrial Relations Committee,
House of Commons,
Ottawa.

DEAR SIR,—Confirming our conversation of last evening I beg to enclose herewith copy of letter written on the 6th instant by my office in Vancouver, to the secretary of the Vancouver Merchants' Exchange in connection with the submission of that organization to your committee in regard to the employment of Orientals on subsidized vessels.

Yours very truly,

(Signed) H. DALTON,
Secretary B.C. Division

CANADIAN MANUFACTURERS' ASSOCIATION

VANCOUVER, CANADA,

March 6, 1936.

J. H. HAMILTON, Esq.,
Vancouver Merchants' Exchange,
355 Burrard Street,
Vancouver, B.C.

DEAR MR. HAMILTON:

Employment of Orientals on Subsidized ships

I have your letter of March 3rd, enclosing copy of submission which your organization proposes making to the parliamentary committee at Ottawa to which has been referred the question of employment of Orientals on subsidized ships.

I am instructed to advise you that this association endorses the principles set out in your memorandum.

At the same time, I was requested to convey to you the recommendation that a greater effort should be made by steamship companies in arranging for the gradual employment of a larger percentage of white seamen.

Yours very truly,

(Signed) R. V. ROBINSON,
Assistant Secretary B.C. Division.

Mr. NEILL: You read too much, Mr. Clerk; you should have stopped at the second paragraph.

The CHAIRMAN: You asked me to name a sub-committee to deal with future submissions to the committee, and I will name the following: Messrs. Isnor, MacInnis, MacNicol, Howden and myself.

Mr. MARTIN: As a new member I would like to ask whether this committee is going to deal with problems of unemployment and corollary matters such as housing problems and ways and means of taking care of emergencies.

The CHAIRMAN: Well, I will answer that question in this way: when resolutions dealing with these matters are brought up in the House it will be for the government and the House in support of the government to ask this or some other committee to deal with those matters. Of course there is a reference before the House dealing with the annual report of the External Affairs department which has been sent to this committee for the first time.

Mr. NEILL: We could cover almost anything under that submission.

The CHAIRMAN: Yes. If anything in that report comes before this committee we will have representatives from the External Affairs department to deal with it.

Mr. TUCKER: Can this committee not ask leave to study a certain question and get power from the House?

The CHAIRMAN: Yes; but we shall have to have leave of the House.

Mr. McIVOR: Suppose I want to bring up the question of the difficulties of sailors at the head of the lakes?

The CHAIRMAN: I do not see why you should be barred from doing that. However, if there are many members whose ideas run along these lines, I may say that the Minister of Labour is a member of this committee, and we can ask Mr. Rogers to attend the meeting to answer questions pertaining to unemployment and other vital matters.

The committee adjourned to the call of the chair.

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*Canada Industrial and International
Relations, Standing Committee, 1936*
SESSION 1936

HOUSE OF COMMONS

STANDING COMMITTEE

ON

INDUSTRIAL AND INTERNATIONAL RELATIONS

MINUTES OF PROCEEDINGS AND EVIDENCE

(The Employment of Greater Numbers of Canadian Citizens on
Canadian Subsidized Ships)

No. 2—MARCH 20, 1936

WITNESS:

Mr. F. E. Bawden, Director of Steamship Subsidies, (Department of Trade
and Commerce).

OTTAWA

J. O. PATENAUDE, I.S.O.

PRINTER TO THE KING'S MOST EXCELLENT MAJESTY

1936





ORDERS OF REFERENCE

HOUSE OF COMMONS,

FRIDAY, March 13, 1936.

Ordered,—That the said Committee be given leave to print 500 copies in English and 200 copies in French of the Minutes of the Proceedings, and of the evidence to be taken before it, together with papers and records to be incorporated with such evidence, from day to day; and that Standing Order 64 be suspended in relation thereto.

Attest.

ARTHUR BEAUCHESNE,
Clerk of the House.

FRIDAY, March 20, 1936.

Ordered,—That the said Committee be given leave to sit while the House is sitting.

Attest.

ARTHUR BEAUCHESNE,
Clerk of the House.

REPORTS TO THE HOUSE

FRIDAY, March 20, 1936.

The Standing Committee on Industrial and International Relations begs leave to submit the following as a

SECOND REPORT

Your Committee recommends:—

That it be given leave to sit while the House is sitting.

All of which is respectfully submitted.

C. R. McINTOSH,
Chairman.

MINUTES OF PROCEEDINGS

FRIDAY, March 20, 1936.

The Standing Committee on Industrial and International Relations met this day at 11 a.m.

The Chairman, Mr. C. R. McIntosh, presided.

Members present:—Barry, Betts, Black (Mrs.), Blackmore, Crete, Deslauriers, Gladstone, Hartigan, Howden, Isnor, Jean, MacInnis, MacKenzie (Neepawa), MacNicol, McIntosh, McIvor, McKay, McLean (Simcoe East), Massey, Neill, Rogers, Rowe (Athabaska), St-Père, Tucker—24.

The Chairman requested the Clerk of the Committee to read the Minutes of the previous meeting.

Minutes read by the Clerk. Adopted and signed by Chairman.

The Sub-Committee appointed to arrange for suitable witnesses to be heard by the Committee presented a First Report as follows:—

Your Sub-Committee met on Tuesday, March 18, at 11 a.m.

Members present:—Messrs. C. R. McIntosh (Chairman), J. P. Howden, G. B. Isnor, A. MacInnis, J. R. MacNicol.

The following resolutions were adopted.

On motion of Mr. MacInnis,—

Resolved,—That the National Seamen's Association of Vancouver be advised that the Parliamentary Committee on Industrial and International Relations is investigating the employment of Canadian citizens on ships and vessels, the owners or charterers of which receive financial assistance from the Dominion Government.

That the said Association be further advised that it may make representations to the said Committee, either by writing or by sending one representative, whose reasonable out of pocket expenses will be paid by the Committee.

On motion of Mr. Isnor,—

Resolved,—That the Nova Scotia Seamen's Union be advised that the Parliamentary Committee on Industrial and International Relations is investigating the employment of Canadian citizens on ships and vessels, the owners or charterers of which receive financial assistance from the Dominion Government.

That the said Association be further advised that it may make representations to the said Committee, either by writing, or by sending one representative, whose reasonable out of pocket expense will be paid by the Committee.

On motion of Mr. Howden,—

Resolved,—That the Department of Trade and Commerce be immediately conferred with and be invited to present the views of the Department respecting the following reference before the Committee on Industrial and International Relations:—

“That the question of the employment of Canadian citizens on ships and vessels the owners or charterers of which receive moneys from the public treasury of Canada be referred to the Standing Committee on Industrial and International Relations.”

On motion of Mr. McIvor,—

Resolved,—That the first report of the Sub-Committee be adopted.

The Chairman presented a submission from the Shipping Federation of Canada, 218 Board of Trade Building, Montreal, and signed A. L. W. MacCallum, Manager and Secretary.

Ordered,—That the Clerk do print submission in the record.

On motion of Mr. Isnor,—

Resolved,—That the word *White* placed before Canadian Citizens on the title page of the day to day proceedings of the Committee be deleted.

Mr. F. E. Bawden, Director of Steamship Subsidies (Department of Trade and Commerce) was called, sworn, and examined. (Witness retired).

On motion of Mr. McIvor,—

Resolved,—That the Committee do report and ask leave to sit while the House is sitting.

On motion of Mr. Howden,—

Resolved,—That the Clerk do summon Mr. Charles P. O'Donovan, President of the Canadian Amalgamated Association of Seamen, Vancouver, B.C., to appear as a witness at the next meeting of the Committee.

The Committee then adjourned to meet again at the call of the Chair.

WALTER HILL,
Clerk of the Committee.

MINUTES OF EVIDENCE

HOUSE OF COMMONS, ROOM 429

March 20, 1936.

The Standing Committee on Industrial and International Relations met this day at 11 o'clock, the chairman, Mr. McIntosh, presiding.

The CHAIRMAN: Now, ladies and gentlemen, we have a quorum. I will ask the clerk to read the minutes of the last meeting, and also the minutes of our subcommittee named at our last meeting to prepare for this meeting. I might say to the committee that Mr. F. E. Bawden of the Department of Trade and Commerce will make a statement to the committee this morning.

I have before me a submission from the Shipping Federation of Canada dated at Montreal, March 13, 1936. That question came up the other day, and we were wondering whether the Shipping Federation of Canada, Montreal, would want to come before the committee. We have this submission before us which will be incorporated in the record:—

THE SHIPPING FEDERATION OF CANADA

218 BOARD OF TRADE BLDG.,

MONTREAL, March 13, 1936.

C. R. McINTOSH, Esq., M.P.,
Chairman,
Committee on Industrial and International Relations,
House of Commons,
Ottawa, Ont.

DEAR SIR,—I beg to confirm telegram despatched to you on March 12th, in connection with the resolution now before your committee regarding employment on board vessels that are in receipt of subsidy from the Canadian government.

I am directed to enclose herein a brief memorandum from the Federation dealing with this matter, and to respectfully ask that the views contained therein be given favourable consideration by your committee.

I am, Sir,

Yours very truly,

(Sgd.) A. L. W. MacCALLUM,
Manager and Secretary.

SHIPPING FEDERATION OF CANADA, Inc.

MONTREAL, March 13, 1936.

MEMORANDUM *Re* Proposals regarding exclusion or restriction of employment of non-Canadians on vessels receiving subsidy from the Government of Canada.

Respectfully submitted to: House of Commons Committee on Industrial and International Relations.

The Shipping Federation of Canada, whose membership comprises ocean steamship companies operating from Canadian eastern ports, has noted the proposals which have been referred to the Committee of the House of Commons on Industrial and International Relations, dealing with the restriction of the employment of Orientals on vessels which receive subsidies of subventions from the Canadian government, also the more general proposal that all vessels receiving subsidies or subventions be compelled to carry a percentage (unstated) of Canadian citizens as members of their crews.

The Federation has taken cognizance of the memorial on these proposals, submitted under date March 2, by the Vancouver Merchants' Exchange, and begs to strongly endorse the views contained therein.

In regard to the employment of Orientals or other so-called coloured races, on vessels receiving subventions from the Canadian Government, it is contended that in certain ocean services from Pacific and Atlantic ports, the employment of other than Canadian or British born is often a matter of climatic conditions, and that in services to the East, the use of men of coloured races for certain work on board ship, in stokeholds and even in the deck department, is necessary and unavoidable, white men being often unsuited for the work, and generally unwilling to undertake it. It is also submitted that in many cases, i.e. on West Indies and West African services, such coloured personnel as are employed for duty on board ship are citizens of the Empire, and that it would be inadvisable to enact Canadian regulations, even in respect to Canadian subsidized services connecting with these sections of the Empire, that would debar this class of personnel from employment on shipboard.

It should not be overlooked that ocean shipping from Canadian ports, whether subsidized or not by the Canadian Government, is engaged in international trade routes, which are open to vessels of all nationalities, and not restricted to British or Canadian ships, as is the case with Canadian coastwise shipping. As has been stressed in the memorandum from the Vancouver Merchants' Exchange, British and Canadian shipping is to-day faced with the strongest possible competition on all international trade routes from the vessels of foreign nations. The ships of many of the leading foreign nations are highly subsidized by their respective governments in order to enable them to secure a firmer footing in the carriage of goods and passengers, even in services between different sections of the British Empire. It is unquestionable that if the Canadian Government should decide to debar the owners or operators of subsidized services from using other than white labour on board ship, the cost of operating the services in question would be increased to a point where the operators of the services would have no recourse but to reduce sailings or leave the field to foreign shipping not similarly restricted. Alternatively, the Canadian Government would be faced with the necessity of heavy increases in subsidies to offset the high additional cost of operations resulting from the proposals referred to.

On the more general question of regulations which would have as their object the employment of Canadian citizens on subsidized services, to the exclusion of other citizens of the Empire, whether white or coloured, it is extremely questionable if there is a sufficient supply of Canadian citizens with the necessary seafaring experience who would be prepared to take the place of, and carry out effectively, the different duties which are now being done by the personnel it is suggested they should replace. Moreover, it is submitted that any Canadian regulations of this kind, even in the case of the few services which receive some form of subvention for mails or for trade purposes, would be, in effect, discrimination against other Empire nationals and would, we respectfully submit, be contrary to the spirit of, if not to the actual letter of the British Commonwealth Merchant Shipping Agreement, signed in London on 10th of December, 1931 (see Articles 10, 11 and 12 thereof). This Agreement was designed to secure uniformity in shipping law and practice throughout the various units of the British Commonwealth, and we cannot but feel that Canadian regulations designed to give preference to Canadian citizens over other Empire citizens on international trade routes, would be a departure from the intent of this Empire agreement.

The Federation is firmly of the conviction that the proposals which are under consideration by your Committee would be highly injurious to the shipping services now in receipt of Canadian government subsidies and subventions that are in no sense heavy. These shipping services have been built up over a long term of years, and are now being carried on, by the steamship companies concerned, in the face of severe foreign competition. Canadian regulations of the nature proposed would place a further obstacle in the way of continued operation of these services, at a time when existing competition, combined with scarcity of traffic, make it extremely difficult for operators to maintain the services in question.

Mr. MACNICOL: I was wondering what any seamen's union would say about that.

The CHAIRMAN: We have not yet heard from any seamen's union; however, we expect to hear from one or more when this submission appears in the record. These unions, no doubt, will wish to reply to this submission and that of Friday, March 13th.

Mr. MACNICOL: Montreal is a great shipping port, and I would imagine that the seamen's union, if there is such a union, would be interested.

Mr. ST-PÈRE: I do not know of any such union as the seamen's union of Montreal. The harbour board working men have a union. I am the representative of a labour riding, but I have never heard about a seamen's union in my life.

The CHAIRMAN: Perhaps it is non-existent as far as that name is concerned.

Hon. Mr. ROGERS: I understand that there are two organizations of long-shoremen in Montreal at the present time.

Mr. ST-PÈRE: Longshoremen, yes.

Hon. Mr. ROGERS: As far as a seamen's union is concerned, we have no information as to it.

The CHAIRMAN: The organization of longshoremen would not be the proper organization to submit evidence here?

MEMBERS: No, no.

Mr. HARTIGAN: I understand that this investigation has to deal only with lines receiving subsidies from the government of Canada.

The CHAIRMAN: It deals with ships or vessels the owners or charterers of which are subsidized.

Hon. Mr. ROGERS: The money is from the public treasury of Canada.

Mr. NEILL: Would you tell me the name of the association in Vancouver that you are going to ask to appear?

The CHAIRMAN: The National Seamen's Association.

Mr. REID: The proper name is The Canadian Amalgamated Association of Seamen; Mr. C. P. Donovan is the president.

The CHAIRMAN: Yes. The Minister thinks that we had better make inquiries through the Labour Department with regard to the existence of any association of seamen in Montreal; and if there is an organization of that kind we might ask them to make a submission.

Mr. ISNOR: I think as soon as it goes out that one body has presented a brief others will advise us that they wish to be represented here. I do not think we should go out of our way to look up small bodies.

Mr. JEAN: I think there is some sort of organization in Montreal, but I will verify that.

Mr. McIVOR: If the seamen at Montreal have the same difficulty in becoming organized as they have at the head of the lakes, they will not have a union.

Mr. MACINNIS: If, later on, any member wishes to challenge or consider any statement made in the brief submitted by the Shipping Federation of Canada which is being incorporated in the record, may he do so?

The CHAIRMAN: Certainly. The brief is before the committee.

Mr. MACKENZIE: Should we not inquire as to St. John and Halifax?

The CHAIRMAN: I understand that Mr. Isnor is looking into the question as far as Halifax is concerned.

Mr. BARRY: I will make inquiries.

The CHAIRMAN: Thanks. It was agreed that we should bring one representative from the east and west.

Mr. MACKENZIE: Others could make representations without coming here.

Mr. MASSEY: Is there no national or international union which could send a representative from head office who could speak for both the Atlantic and Pacific seaboard?

Hon. Mr. ROGERS: I think the answer is that the seamen are organized in separate unions; but there is an association of marine engineers which is affiliated with the Canadian Labour Congress.

Mr. MASSEY: That is what I had in mind.

Hon. Mr. ROGERS: It might be of advantage to communicate with the proper officials of that body.

Mr. HOWDEN: I think we have a definite statement in our reference of what we are to investigate. We have decided on calling two witnesses here, but that does not preclude any other bona fide corporation sending its own witness at its own expense, or forwarding a brief.

Mr. REID: I had a letter from Mr. Liewen of the Navy League, Halifax, in which he was notified by the Canadian Association of Seamen that representatives were being sent from the east who would be able to speak from the eastern viewpoint and on behalf of the Canadian Association of Seamen.

The CHAIRMAN: We have Mr. Bawden from the Department of Trade and Commerce with us this morning to submit evidence on this question, and I shall ask the Clerk to give him the oath before we proceed. Is the Committee ready to hear the submission?

Mr. ISNOR: Before you proceed with that, might I bring to your attention the printing on the front page of the report. We are dealing with the employment of Canadian citizens on Canadian subsidized ships. I do not think that the word "white" is necessary there. I brought that up at the first meeting. To bear that out, there is no mention made of it in either resolution. Secondly, we are dealing with the east and the west. In the west, the Japanese question affects 22,405 on the Pacific coast; while on the east coast, there are 19,456 coloured people interested in this question. I would move that the word "white" be dropped from future reports.

The CHAIRMAN: I understand from the Clerk that the reason the word "white" was included in that statement on the first page of the report of our last meeting was to have the submission made last year linked up with the submission made this year. The word "white" does not appear in the reference before the committee this year at all.

Mr. ISNOR: No, and I do not think it should appear here.

The CHAIRMAN: Would you make a motion to have it deleted?

Mr. ISNOR: Yes, I would.

Mr. MACINNIS: I would second that motion.

The CHAIRMAN: Is there any discussion before I put the motion?

Mr. MACNICOL: I should like to hear what Mr. Reid has to say. His background has always been with regard to the Chinese.

Mr. REID: Of course, I am not an active member of the committee. But the resolution came up in this form last year and it came up in this form this year. The amendment to the amendment offered by the Minister, of course, deleted part of the resolution at least, but I was of the viewpoint that the resolution still held.

The CHAIRMAN: But, Mr. Reid, it is not in the reference. The amendment to the amendment moved by Mr. Euler and carried by the House eliminated the word "white," and submitted to the committee this reference which we have before us in which the word "white" does not appear.

Mr. MACNICOL: I should like to ask Mr. Reid what his opinion is about the elimination of the word "white." I always understood that the background of what he had to submit was the fact that the ships sailing out of Vancouver and on the Pacific coast were largely manned by Chinese, and that his desire was to have more white labour.

Mr. REID: As far as I am concerned, my resolution still stands; and my argument is still going to stand regarding the word "white," irrespective of the remarks of one of the members of the committee about coloured men. I shall make a presentation here in support of my statement, and in support of my argument advocating that "white" be kept in there as pertaining to the Pacific coast particularly.

Mr. ISNOR: I quite appreciate Mr. Reid's point. He did introduce a resolution, but we are not dealing with the resolution in so far as our work is concerned. It is definitely stated there what the two resolutions with which we are dealing are. The word "white" is not included, and for that reason I do not see why it should be included on the front page of our minutes. More than that, I feel it is a reflection on one interest. I refer to the coloured people of the Atlantic coast who are represented in numbers by 19,456 as against 22,405 Japanese on the Pacific coast and the question raised by Mr. Reid. There is no harm in dropping the word "white," and you might just create a little better atmosphere in regard to a certain good class of citizens on the Atlantic coast. That is my reason for advancing this. There is nothing to be lost, and there is perhaps something to be gained by dropping it.

Mr. REID: For the information of the committee, I should like to say that what is going abroad is the idea that in this resolution I am asking for 100 per cent white Canadian seamen. What I am advocating and what the resolution asks for is the employment of greater numbers of white Canadians. It has no reflection or bearing upon doing away entirely with coloured or Chinese. It is that a greater proportion of white seamen be employed on Canadian subsidized ships, and I am willing to submit arguments later on in support of my statement. I realize, Mr. Isnor, that the suggestion you make might create better feeling, but because of conditions on the Pacific coast, I still stick by my resolution.

Mrs. BLACK: By the insertion of this word "white" does it not mean that we are going to be discriminating between one class of citizens and another? I think most of us feel that this resolution of Mr. Reid's, while of course it is introduced with all sincerity on his part, is just the thin edge of the wedge. If we bring in the word "white," then what is the use of citizenship?

The CHAIRMAN: The question is, as I see it, is whether we shall abide by the reference before the committee or not. You have heard the reference read. The word "white" is not included in it. Are we going to abide by the reference or are we not?

Mr. HOWDEN: Will you please read the reference again, or have the Clerk read it?

The CHAIRMAN: The reference is dated February 27, 1936: Ordered,—That the question of the employment of Canadian citizens on ships and vessels the owners or charterers of which receive moneys from the public treasury of Canada be referred to the Standing Committee on Industrial and International Relations.

Mr. HOWDEN: There is no mention of either white or black citizens.

Hon. Mr. ROGERS: No.

The CHAIRMAN: I think that settles it. You made a motion, Mr. Isnor. Does any person second it?

Mr. MACINNIS: I second it

The CHAIRMAN: If there is no further discussion, I would ask all those in favour to signify. Contrary? I declare the motion carried.

I said we have Mr. Bawden from the Department of Trade and Commerce with us. Are you ready to hear him?

Mr. HARTIGAN: Before you go on with that, I want to get the situation clarified. In the reference which you read, it mentions any company or firm receiving moneys from the federal treasury. That is about what it means, any company that receives money from the public treasury?

The CHAIRMAN: Yes.

Mr. HARTIGAN: It means money received in reference to the shipping, does it not, as distinct from the operations of the company?

Mr. MACNICOL: Yes, subsidies.

Mr. HARTIGAN: It does not say subsidies, does it? Just look over that reference again.

The CHAIRMAN: I am not clear on just what you are trying to put forward.

Mr. HARTIGAN: Suppose the operating company was receiving money from the federal treasury, but that money was not for the purpose of subsidizing shipping or the shipping interests—

Mr. HOWDEN: What else would it be for?

Mr. HARTIGAN: It might be for a lot of different things; manufacturing, for instance.

Hon. Mr. ROGERS: It might be subventions, such as those received by the Dominion Steel and Coal Company.

Mr. HARTIGAN: It might be for coal subsidies, which is what I have in mind, or it might be for coking plants. If they were in the position that they were chartering ships, and dependent upon chartering vessels for the coal carrying trade, that would not be made operative against them because they were receiving money from the public treasury for the coal, coking or steel making industries, would it? That is what I meant by having the situation clarified before we start in; because if that were the case, it would be a very serious thing to the coal mining industry. That is what I am interested in.

Mr. HOWDEN: I think the intention of this reference is very evident. It is intended to determine who shall do the labour on these ships that are subsidized by the government.

Mr. HARTIGAN: That is the point. That is what I want to find out.

Mr. HOWDEN: If it is not stated in the reference, that is certainly what it means and what was discussed in the House.

Hon. Mr. ROGERS: I think I am perhaps familiar with the condition that Mr. Hartigan has in mind. No doubt he has reference to the Dominion Steel & Coal Company, which does receive subventions from the Dominion government with respect to the movement of coal from Nova Scotia westward. That corporation, I am informed, has placed its ships under British registry; and as a result of that, Canadian citizens in the maritime provinces have been deprived of an opportunity for employment. That allegation has been made; and it has come to the attention of the Department of Labour. It all depends, I think, on how strictly we are going to construe the terms of the reference. There is no question at all in my mind that the Dominion Steel & Coal Company does receive money from the treasury of Canada. It also chartered ships. It is for us, I would take it, as a committee, to determine whether or not we would bring a condition of that kind within the scope of the terms of the reference.

The CHAIRMAN: The transportation of coal by that company westward is done both by ships and by rail, is it not?

Hon. Mr. ROGERS: Yes. It has its own fleet of ships.

Mr. HOWDEN: Is it not understood that these moneys are by way of subventions to the movement of coal?

Hon. Mr. ROGERS: Yes.

Mr. HARTIGAN: That applies only to railway subventions. There is no subvention for shipment by water.

Hon. Mr. ROGERS: No; just rail movement.

Mr. HARTIGAN: That is what I say. For instance, they have to charter steamers to carry their coal and they are practically dependent upon British or other ships to carry the coal. The shipping lines are not subsidized.

The CHAIRMAN: That is the point I was trying to get at. I did not think they were.

Mr. HARTIGAN: No, the shipping lines are not subsidized. They receive no subsidies for transporting coal by water.

The CHAIRMAN: That is the point; but they are subsidized for carrying coal by rail.

Mr. HARTIGAN: Yes. That is what I was wanting to have understood, that this would not apply to the shipping.

The CHAIRMAN: If they are not receiving subsidies for shipping, this reference does not directly affect them.

Mr. HARTIGAN: No, but they are receiving subsidies of other kinds.

The CHAIRMAN: I know, but not for shipping.

Mr. HARTIGAN: No, none for shipping.

Mr. HOWDEN: This does not say for shipping.

Mr. HARTIGAN: That is what I would say. That is the point that I am making, that this does not distinguish that it is for shipping. It does not distinguish what these subsidies are paid for.

The CHAIRMAN: It makes the statement here: "Canadian citizens on ships and vessels." I think that narrows the reference down to ships and vessels the owners or charterers of which are subsidized by the Dominion Treasury. I think those are the limiting words, and I do not think that applies to subsidies that are given by the government for rail shipments at all. That is the way I read the reference. Is that satisfactory?

Mr. HARTIGAN: That is satisfactory, if that is understood.

The CHAIRMAN: Are we ready to go on with the statement by Mr. Bawden?

Some Hon. MEMBERS: Carried.

The CHAIRMAN: I shall ask the Clerk to give Mr. Bawden the oath first.

FRANCIS ERNEST BAWDEN, called and sworn.

By the Chairman:

Q. What department do you represent, Mr. Bawden?—A. I am director of trade routes and steamship subsidies for the Department of Trade and Commerce.

Q. Thank you. Will you proceed to make your submission?—A. I may say that I have no instructions from my department in the way of expressing the views of the department in this matter. As far as I know they did not receive any request for an expression of views, and I have simply come to give you such detailed information as I can with respect to subsidies, and to answer such questions as may be asked. As far as the views of the department are concerned I would require to be instructed by the department before I would express them.

The CHAIRMAN: Just a little louder, Mr. Bawden. Every member of the committee wants to hear you. Might I ask members of the committee for their attention, and may we have the very best order while Mr. Bawden is making his statement.

WITNESS: In the first place I have here a statement of all the subsidies paid by the department, and I have several copies of it. I can either read that, or I can hand it to the chairman who may wish to have copies handed around. It is quite a long statement to read, about seven or eight pages; but I can read it if it is the wish of the committee.

The CHAIRMAN: I think it will be quite satisfactory, the committee being agreeable, to have Mr. Bawden's statement entered in the record—not read into it.

DEPARTMENT OF TRADE AND COMMERCE STATEMENT OF MAIL SUBSIDIES AND STEAMSHIP SUBVENTIONS

(Entered as Appendix 1 of the report of the proceedings of this day.)

By Mr. MacNicol:

Q. Perhaps Mr. Bawden can tell us without too much difficulty about the number of ships on the east coast that received subsidies and subventions?—
A. On the east coast?

[Mr. F. E. Bawden.]

Q. Yes.—A. Including coasting services?

Q. Yes, those receiving subsidies?—A. That would be very nearly forty, including the small and large lines.

Q. Can you tell us if any of these ships employ Chinese or Japanese?—A. As far as I know there are no Chinese or Japanese used on the east coast.

Q. Do they employ coloured people?—A. On the coasting services they are practically all Canadian citizens, as this statement which I am sending around will show.

Q. That would reduce our inquiry then, and we would not need to go into any of the companies using none but Canadian citizens. What about the sailing from Canada to the West Indies?—A. That is not under the Department of Trade and Commerce, that is under the Department of Railways and Canals. That is not a subsidized service.

Q. Oh, it is not? We were informed that it was, and that it had coloured employees?—A. It is operated by the Dominion Government, but it is not subsidized.

Q. Well then, does this reference apply to anything on the east coast at all? If there are none but Canadian citizens in the service, and if there is no subsidized service to the West Indies, how does it apply?—A. We have a subsidized service to South Africa, and there is also a subsidized service to the United Kingdom.

Q. There are just the two services?—A. These services are the principal ones.

Q. Are you able to tell us anything about the personnel of the ships sailing to South Africa and Great Britain?

Mr. HOWDEN: I think the witness ought to be allowed to make his statement.

The CHAIRMAN: Yes. Witness ought to have an opportunity to first read his statements. Otherwise they will read very poorly on the record. Let him make his statements, and we will go into them more fully later.

Mr. MacNICOL: I understood his statement was handed to the clerk.

By the Chairman:

Q. Have you anything further to add to your submission than the statement you have already filed, Mr. Bawden?—A. I have other statements also.

Q. You want to go into them don't you?—A. Yes, I want to go into them; but as regards this large statement, I thought it was not necessary to read it all, but I will read all the parts of it that the committee may want me to read.

Q. That will be all right. What is the matter with your dealing with any part of it which you may wish to deal with before the committee or upon which committee desires information?—A. I was going to start it this way: I think you said something to me about the subsidies that have been paid since confederation. I filed a statement of all the subsidies paid since confederation up to the time the Department of Trade and Commerce was formed in 1892. Before that time I think subsidies were paid by the Post Office Department. Since that time they have been paid by the Department of Trade and Commerce. I am filing with you now a statement of all the subsidies paid since confederation.

STATEMENT OF MAIL SUBSIDIES AND STEAMSHIP SUBVENTIONS PAID BY THE
DOMINION OF CANADA FROM CONFEDERATION UP TO THE
TIME OF THE FORMATION OF THE DEPARTMENT
OF TRADE AND COMMERCE IN 1892

1867-68	.....\$	177,349	33
1868-69	.....	253,746	67
1869-70	.....	288,999	02
1870-71	.....	286,098	97
1871-72	.....	342,107	98
1872-73	.....	363,447	98
1873-74	.....	285,882	29
1874-75	.....	287,772	40
1875-76	.....	261,588	89
1876-77	.....	314,941	50
1877-78	.....	257,534	08
1878-79	.....	257,701	51
1879-80	.....	235,833	34
1880-81	.....	201,503	34
1881-82	.....	210,930	00
1882-83	.....	237,500	79
1883-84	.....	238,054	01
1884-85	.....	261,778	89
1885-86	.....	271,457	20
1886-87	.....	273,496	65
1887-88	.....	342,613	33
1888-89	.....	304,254	17
1889-90	.....	286,315	13
1890-91	.....	321,117	96
1891-92	.....	273,207	37
		<hr/>	
		\$6,835,232	80

The above figures are taken from the Public Accounts for the fiscal year 1918-19.

It would appear that the Post Office Department paid these subsidies from Confederation up to the time they were taken over by the Department of Trade and Commerce.

MAIL SUBSIDIES AND STEAMSHIP SUBVENTIONS

PAID BY THE DEPARTMENT OF TRADE AND COMMERCE, SINCE THE FORMATION OF
THE DEPARTMENT IN 1892

Fiscal Year	Local Services	Pacific Services	Atlantic Services	Total
	\$	\$	\$	\$
1892-93	53,644 26	90,640 00	269,654 33	413,938 59
1893-94	70,196 00	212,306 67	248,199 99	530,702 66
1894-95	74,934 71	194,666 66	243,666 66	513,268 03
1895-96	73,850 00	199,666 66	261,399 97	534,916 63
1896-97	75,703 76	204,666 67	273,441 65	553,812 08
1897-98	85,881 79	199,666 66	304,224 76	589,773 21
1898-99	98,029 58	199,666 67	286,360 06	584,056 31
1899-1900	83,296 19	199,666 67	316,869 06	599,831 92
1900-01	96,005 35	199,666 67	333,527 18	629,199 20
1901-02	88,102 87	199,205 52	337,647 86	624,956 25
1902-03	102,720 30	209,025 63	487,540 06	799,285 99
1903-04	139,983 68	194,800 00	582,664 29	917,447 97
1904-05	146,160 88	272,666 66	608,247 19	1,027,074 73
1905-06	171,483 77	262,975 45	793,100 97	1,227,560 19
1906-07	150,679 24	223,528 63	754,668 85	1,128,876 72
1907-08	181,790 94	341,796 73	1,066,796 29	1,590,383 96
1908-09	189,763 40	386,254 62	1,174,365 42	1,750,383 44
1909-10	210,325 55	371,022 22	1,220,725 09	1,802,072 86
1910-11	228,356 25	367,906 23	1,388,378 75	1,984,641 23
1911-12	253,671 46	379,364 55	1,287,902 90	1,920,938 91
1912-13	262,744 35	336,425 64	1,351,447 33	1,950,617 32
1913-14	289,754 09	302,359 06	1,788,977 77	2,381,090 92
1914-15	301,506 13	313,556 71	1,544,977 01	2,160,039 85
1915-16	311,322 35	183,509 00	1,271,073 61	1,765,904 96
1916-17	280,904 55	558,278 23	1,148,921 18	1,988,103 96
1917-18	279,518 14	527,258 99	1,044,943 92	1,851,721 05

[Mr. F. E. Bawden.]

MAIL SUBSIDIES AND STEAMSHIP SUBVENTIONS—*Concluded*

1918-19	.....	243,906 37	350,096 64	795,590 10	1,389,593 11
1919-20	.....	303,729 49	494,232 24	831,431 79	1,629,393 52
1920-21	.....	329,663 87	127,382 17	633,859 17	1,090,905 21
1921-22	.....	379,640 84	217,526 23	505,012 78	1,102,179 85
1922-23	.....	455,077 36	122,460 13	489,256 36	1,066,793 85
1923-24	.....	472,320 78	133,249 36	495,525 60	1,101,095 74
1924-25	.....	503,634 32	87,615 30	460,153 69	1,051,403 31
1925-26	.....	555,227 45	99,999 90	418,948 54	1,074,175 89
1926-27	.....	609 150 09	115,384 50	280,333 24	1,004,867 83
1927-28	.....	616,140 93	124,000 00	99,999 96	840,140 89
1928-29	.....	666,684 43	130,183 25	224,999 92	1,021,867 60
1929-30	.....	659,959 33	194,600 00	224,583 26	1,079,142 59
1930-31	.....	735,565 59	231,800 00	350,416 66	1,317,782 25
1931-32	.....	671,687 82	1,226,299 96	1,095,738 82	2,993,726 60
1932-33	.....	592,578 19	837,350 00	647,500 00	2,077,428 19
1933-34	.....	580,010 37	973,950 00	662,452 05	2,216,412 42
1934-35	.....	535,710 70	1,120,713 23	615,000 00	2,271,423 93
		13,211,017 52	13,717,390 11	29,220,524 09	56,148,931 72

These figures include actual subsidies only, and not salary or expenses of Inspector, and printing, supplies, and miscellaneous expenses, amounting recently to about \$4,500 a year.

Department of Trade and Commerce,
Ottawa, Canada.

The CHAIRMAN: Yes. That will be good information for the committee to have.

WITNESS: I have been asked several times as to the grounds on which subsidies and steamship subventions are paid.

DEPARTMENT OF TRADE AND COMMERCE

MAIL SUBSIDIES AND STEAMSHIP SUBVENTIONS

The grounds for the payment of Mail Subsidies and Steamship Subventions in Canada may be stated as follows; although all these reasons may not apply to every service:—

Ocean Services—

- (1) To assist in the maintenance of services which would otherwise be unable to operate, on account of insufficient revenue, and which supply necessary trade connections between Canada and other countries.
- (2) For the benefit of Canadian exporters, and to enable them, by means of reasonable freight rates and regular sailings, to compete with other countries in foreign markets.
- (3) For the transportation of Canadian mails overseas, free of charge to the Post Office Department, and without additional cost to the Government.
- (4) For the free transportation of Canadian Trade Commissioners and their wives and families, when returning to Canada on official duties, or being appointed to positions abroad, or being transferred from one post to another.

Local Services—

- (5) To assist in the maintenance of coasting services on the Atlantic and Pacific coasts of Canada for the purpose of giving regular sailings and adequate facilities by suitable vessels, properly inspected, for communication between ports and settlements on the mainland, which are in many cases far removed from railways, and in some cases have even no high way facilities, particularly in spring and autumn months.

- (6) To give necessary and regular communications and suitable and satisfactory service to islands such as Grand Manan, the Queen Charlotte Islands, Pelee Island, the Magdalen Islands, etc., which have large populations, and are isolated from the mainland, except by water.
- (7) For the free transportation of mails, without additional cost to the Government, in cases where the services performed are found suitable for that purpose by the Post Office Department; except in a few instances on the Pacific Coast, where that Department makes supplementary payments to contractors for the handling and carriage of mails.
- (8) To assist in the carriage of supplies to outlying and otherwise isolated districts on the coast, and to bring products of the fisheries, farm, etc. to domestic markets, or to ocean ports for export, at approved and controlled rates, and on regular schedules.
- (9) To assist in the development of the tourist business in Canada, by providing advertised, regular, suitable, and adequate facilities for travel by water.

Mail Subsidies and Steamship Subventions have been paid by the Dominion Government since Confederation. During the fiscal year 1867-68, \$177,349.33 was paid, and statements will be laid before the Committee showing the total amount paid in each year from that date up to 1934-35 inclusive.

From 1867 to the date of the formation of the Department of Trade and Commerce in 1892 it is understood that these payments were made by the Post Office Department, after which the work was taken over by the Department of Trade and Commerce.

During the year 1935-36 fifty services have been subsidized, including 3 on the Atlantic Ocean, 6 on the Pacific Ocean, and 41 local services, at a total estimated cost of \$2,430,758.26.

The traffic carried by subsidized services in the calendar years 1934 and 1935 was (including 11 months on the China-Japan service in 1935):—

1934.....	181,120 passengers	1,523,361 tons of freight
1935.....	184,183 “	1,506,816 “ “ “

made up as follows:—

<i>Ocean Services—</i>	1934	1935
Outwards:		
Passengers..	56,471	35,680
Tons of freight.....	1,080,517	1,038,872
Inwards:		
Passengers..	48,164	34,751
Tons of freight.....	333,147	302,782
<i>Coastal Services—</i>		
Outwards:		
Passengers..	37,438	58,818
Tons of freight.....	68,667	97,001
Inwards:		
Passengers..	39,047	54,934
Tons of freight.....	41,230	68,161

During the first year that the Department of Trade and Commerce paid Mail Subsidies and Steamship Subventions, 1892-1893, the services subsidized consisted of 12 local services in the Maritime Provinces, 2 services on the Pacific

[Mr. F. E. Bawden.]

Coast, (1 between Nanaimo, Victoria and Comox, which received \$6,000, and the other between San Francisco and Victoria, which received \$17,640), 1 service between British Columbia, China and Japan—\$73,000, 1 service between Canada and Liverpool, and 1 service between Halifax, Saint John, the West Indies and South America.

SUBSIDIES PAID BY OTHER COUNTRIES

United States—

The total so called ocean mail payments made by the United States Post Office Department in the fiscal year ending June 30, 1935, was \$29,535,799.92. The actual value of the mail carriage over these merchant marine routes on a weight basis, at rates paid American ships, is estimated by the United States Post Office Department at \$3,266,780.61—leaving \$26,269,019.31 as the net cost of the merchant marine routes.

Statements will be laid before the Committee showing payments made to American lines which are more or less in competition with Canadian subsidized lines to the Orient (total \$5,863,533); South and West Africa (\$677,763); Australia and New Zealand (\$1,192,080); and Trans-Atlantic services (\$8,640,186); although with regard to the Trans-Atlantic lines the chief competitors with Canadian services are the two routes of the United States Lines, receiving \$2,823,416.

The Merchant Marine Act of 1928 provides that two thirds of the crews of vessels employed in ocean mail services shall be citizens of the United States.

Great Britain

A cablegram has been sent to London, asking for information, which has not yet been received. In the meantime a statement will be laid before the Committee covering information which was presented to a United States Senate Committee in 1935 on this subject. This statement gives details of British appropriations for the year ending March 31, 1936—the total equalling \$6,852,032. About \$10,000,000 was also voted as aid to tramp shipping. As regards subsidized mail ships, masters and officers and three fourths of the crews must be British Subjects. As regards subsidized tramps, all-British crews must be employed whenever available.

Japan

Details of all Japanese subsidies are not available. The two services of the Nippon Yusen Kaisha running from Japan to Pacific Coast ports, including San Francisco, Seattle, Vancouver and Victoria, receive a total of \$1,252,000 a year. A statement showing the details will be laid before the committee.

New Zealand

No shipping subsidies are paid by the New Zealand Government, but payments are made for the conveyance of mails across the Pacific from Auckland to Vancouver (Canadian Australasian Line—£20,000 a year), alternating with the Wellington and San Francisco service. (Union S.S. Co. of N.Z.—£22,500.)

Two thirds of the crews must be British subjects.

South Africa

Pays to the Union Castle Line £225,000 a year for weekly mail service with Europe. No requirements as to employment. Also pays to Italian Lines £150,000 a year for fast monthly passenger service *via* West Coast to Marseilles and Genoa; a monthly service by cargo steamers over the same route; a monthly service from Mediterranean ports *via* the West Coast, round Africa to Venice; and a regular monthly service from the Mediterranean *via* Suez, returning to Genoa.

Australia

Australia pays the Oriental Steam Navigation Company normally £130,000 per annum, for the carriage of mails between Australia and Great Britain, although this amount has been reduced during recent years to £110,000 per annum. This is a fortnightly service by eight mail steamers, via the Suez Canal. White labour only is employed. Ships are registered in Great Britain.

Australia also pays the Australian Shipping Company Burns Philp £44,000 per annum in respect to the Pacific Islands Mail contract with eight vessels, to Papua (New Guinea) Solomon Islands, Norfolk Islands, Lord Howe Island and the New Hebrides. These services vary from every two to every six weeks. The rates of wages and conditions of labour are as prescribed by the Commonwealth Court of Conciliation and Arbitration. The company operates on Australian register.

Small subsidies are paid in respect of local coastal services, such as the Bass Strait Shipping service, but information in regard to these is not yet available.

I have not yet received from London details of the subsidies paid by Great Britain to the liner companies; I am expecting it at any time. It has not arrived yet.

I have here a statement showing United States and Japanese subsidies on the Pacific. The statement is as follows:—

LIST OF FOREIGN SUBSIDIZED LINES ON THE PACIFIC COMPETING WITH CANADIAN LINES TO THE ORIENT

UNITED STATES SUBSIDIES

Route	Ports	Miles	Fiscal Year 1935	
			Rate	Approximately Annual Payment
				\$
25 Dollar SS. Line.....	San Francisco, Honolulu, Yokohama, Kobe, Shanghai, Hongkong and Manila. Not less than 26 trips a year.	8,094	\$8.00 a mile	1,867,288
26 American Mail Line....	Seattle, Yokohama, Kobe, Shanghai, Hongkong and Manila. Not less than 26 trips a year.	6,864	\$8 a mile	1,346,188
27 Dollar SS. Line.....	San Francisco, Honolulu, Kobe, Shanghai, Hongkong, Manila, Singapore and Colombo. Not less than 26 trips a year.	10,974	\$4.00, \$8.00, and \$10.00 a mile	1,127,528
28 States SS. Co.....	Portland, Yokohama, Kobe, Shanghai, Hongkong and Manila. Not less than 24 trips per annum.	6,659	\$2.50 and \$4.00 a mile	584,894
29 States SS. Co.....	Portland to Shanghai, Tsingtao, Takubar and Dairen. Not less than 12 trips per annum.	6,148	\$2.50 and \$4.00 a mile	197,302
36 Tacoma Oriental SS. Co.	Tacoma, Yokohama, Kobe, Hongkong and Manila. 12 trips per annum.	6,629	\$2.25 per mile	318,971
“ “	Tacoma, Yokohama, Kobe, Shanghai, Tsingtao, Dairen and Takubar. 12 trips per annum.	6,248	\$3.75 per mile	
48 Oceanic & Oriental Nav. Co.	San Francisco, Yokohama, Kobe, Shanghai, Takubar and/or Tsingtao and Dairen. 14 to 19 trips per year.	6,665	\$2.50 and \$4.00 a mile	212,562
49 “ “	San Francisco, Shanghai, Hongkong and Saigon. 17-21 trips per year.	7,156	\$2.50 and \$4.00 a mile	208,800
Total.....				5,863,533
Actual value of mail service performed.....				530,618

JAPANESE SUBSIDIES

1	Nippon Yusen Kaisha..	San Francisco, Honolulu, Yokohama, Kobe, Nagasaki, Shanghai and Hongkong. Not less than 18 voyages a year, or once every 4 weeks. 3 vessels—18-20 knots; 13,000 to 17,500 tons.	\$850,000
2	" "	Seattle, Vancouver, Victoria, Kobe and Yokohama..... At least 21 voyages a year and once every 3 weeks. 3 vessels, 17 to 19 knots; 11,000 to 12,000 tons.	402,000
Total.....			1,252,000

UNITED STATES SUBSIDIES TO SOUTH AFRICAN, WEST AFRICAN, AUSTRALIAN,
NEW ZEALAND AND TRANSATLANTIC SERVICES

COST FOR FISCAL YEAR ENDED JUNE 30, 1935

To SOUTH AFRICA			
Route 6—American South African Line.....	New York, Cape Town and Beira.....	\$	297,936
To WEST AFRICA			
Route 17—American West African Line.....	New York and ports on West African Coast between Casablanca and Cape Town.....		309,752
Route 47—American West African Line.....	New Orleans and Gulf Ports to West Africa.		70,075
To AUSTRALIA AND NEW ZEALAND			
Route 24—Oceanic S.S. Co.....	San Francisco, Honolulu, Samoa, Fiji, New Zealand and Sydney.....		972,870
Route 31—Oceanic & Oriental Navig. Co.....	Los Angeles to Melbourne.....		219,210
TRANSATLANTIC SERVICES			
Route 33—South Atlantic S.S. Company.....	Savannah, Liverpool, Plymouth, Brest, Bremen, and Hamburg.....		327,867
Route 43—United States Lines.....	New York, Plymouth, Cherbourg and Hamburg.....		1,771,079
Route 44—United States Lines.....	New York, Plymouth and London.....		1,052,337
Route 46—Baltimore Mail S.S. Company.....	Baltimore, Newport News, LeHavre and Hamburg.....		1,243,008
Route 53—American Diamond Lines.....	New York, Boston, Philadelphia, Baltimore, Antwerp, Rotterdam.....		938,663
Route 54—Waterman S.S. Corp.....	Mobile and Gulf Ports to British and Irish Ports, France, Belgium, Holland, Germany.....		1,131,400
Route 57—Lykes Brothers—Ripley S.S. Co...	Gulf Ports to European, Pacific and Trans-Pacific Ports.....		2,175,832

GREAT BRITAIN

CONTRACT (PACKET) SYSTEM

(Conversions at \$4.8665)

From a memorandum on the Shipping and Ship Building Subsidies paid by France, Germany, Great Britain, Italy and Japan, presented by Senator Copeland to the United States Senate Committee on Commerce in March, 1935.

	Pounds	Dollars
Appropriation for year ending March 31, 1936, all imperial and foreign services ⁽¹⁾	704,000	3,426,016
<i>Routes, Contractors, Amounts, 1935-36</i>		
1. Asia and Australasia:		
Great Britain and India, Ceylon, the Far East, and Australasia	342,000	
Great Britain to New Zealand.....	6,000	
Total	348,000	1,693,542
Contractor: Peninsular & Oriental Steam Navigation Co., London		
2. America:		
Great Britain to Canada.....	56,000	
Great Britain to United States.....	125,000	
Great Britain to New York, Bermuda and South America ⁽²⁾	300	
Great Britain to Central America and West Indies ⁽²⁾ ..	8,000	
Great Britain to South America.....	13,000	
Total	202,300	984,493
Contractor:		
To United States—Cunard-White Star Line		
To Canada—Canadian Pacific Steamships Ltd.		
3. Africa:		
Great Britain to West Coast of Africa.....	23,500	
Great Britain to St. Helena and Ascension.....	5,070	
Great Britain to Aden and East Africa ⁽²⁾	3,000	
Great Britain to Beira ⁽²⁾	4,500	
Total	36,070	175,535
Contractor: To West Africa—Elder Dempster, Liverpool.		
4. Europe:		
Great Britain to France.....	72,000	
Harwich to Hook of Holland.....	16,500	
Great Britain to Continent (various).....	8,800	
Total	97,300	473,510
Contractors: Channel Services.		
Various	20,330	98,936
		6,852,032

⁽¹⁾ Budget, Great Britain for year ending March 31, 1936, Revenue Departments.

⁽²⁾ Parcels post.

I just received from the High Commissioner in London a cablegram giving details of the British subsidies to tramp shipping. If it is of any interest to the committee, I shall be glad to read the cablegram. I do not know whether it is of any interest at present or not.

The CHAIRMAN: If it is the wish of the committee, we shall include it in the record.

Mr. REID: If I may make a suggestion, I should think that it would be advisable to table the statement and we be given time to read it over before asking questions. Without having the opportunity of reading the statement, it is very difficult to ask questions intelligently.

Mr. MACINNIS: If it is put in the record, it will be available to us all. I move that it be put in the record, Mr. Chairman.

[Mr. F. E. Bawden.]

WITNESS: The cablegram is as follows:—

From: The High Commissioner for Canada in Great Britain.

To: The Secretary of State for External Affairs, Canada.

LONDON, 19th March, 1936.

Immediate.

Code

No. 106.

No. 106. Your telegram No. 70, March 18th; The following reply has been received from Board of Trade about subsidies paid by United Kingdom government to tramp vessels registered in the United Kingdom, Begins:

The amount of subsidy provided for 1935 was £2,000,000 and same amount is being provided for 1936. As regards basis on which subsidy is paid vessels eligible for subsidies are defined in section 6 (1) and 1 (2) of British Shipping (assistance) Act, 1935, from which it will be seen that fishing vessels, tankers and refrigerated vessels are excluded. The subsidy is payable in respect of voyages carried out by eligible vessels and the voyages eligible for the subsidy are defined in section 6 (2) of Act which you will observe excludes voyages during any part of which more than 12 passengers are carried. The duration of an eligible voyage multiplied into gross tonnage of vessel gives number of "ton days," and each owner receives a proportion of £2,000,000 (less expenses amounting to about £10,000) corresponding to proportion between his "ton days" and aggregate number of "ton days" of all owners. The scheme is explained in detail in White Paper entitled "Memorandum on Financial Resolution" Cmd. 4754.

It is proposed subsidy for 1936 should be distributed on the same general basis, but bill now before parliament makes a small alteration in definition of ships eligible for subsidy (by bringing in ships which have been registered in the United Kingdom since January 1st, 1934, and White Paper entitled "Memorandum on Financial Resolution Providing for Continuance of Tramp Shipping Subsidies" (Cmd. 5,082) mentions a slight alteration in subsidies scheme. The answer to second question is that apart from a small annual payment which is made for maintenance of services with some of outlying Scottish islands, no subsidies are paid by United Kingdom government to liners. I assume that loans granted by government to enable the "Queen Mary" to be completed and to provide working capital for Cunard-White Star Company would not be covered by Canadian Government's enquiry. Ends.

Have also made enquiries at General Post Office and will telegraph further when their reply is received. Copies of White Paper referred to above are being obtained and will be forwarded in bag tomorrow.

MASSEY.

I think I have given all the details that I can think of. If there is any further information required, Mr. Chairman, I shall be glad to procure it.

The CHAIRMAN: Thank you, Mr. Bawden. The time for questioning has arrived, and I would request that every member of the committee who wants to put forward his view stand up and put it forward as clearly and completely as possible. In that way Mr. Bawden will have a chance to answer it, and we shall not all be talking at once. It will appear in a better form in the record, and we shall make better progress.

Mr. BETTS: I should like to suggest at the outset that we be given an opportunity of perusing this very considerable material that Mr. Bawden has submitted, and perhaps he would be good enough to visit us again. Frankly speaking, I could not ask questions intelligently this morning, but I might be able to after I have read the record.

Mr. McIVOR: I would move that we be given time to peruse the documents. I find it impossible to remember all that was said, and I do not want to come to any decision without knowing what I am doing.

Mr. NEILL: It will be sufficient if we move the adjournment of the meeting; then we will have it before us.

The CHAIRMAN: That is what it means. If there are no questions to be asked, we shall adjourn.

Mr. MACNICOL: I suggest, Mr. Chairman, that when Mr. Bawden appears before us again, he give us the opinion of his department as to the effect on trade with Japan and China if any drastic change is made in the personnel of the ships.

WITNESS: Ships running to Japan and China?

Mr. MACNICOL: Yes. I have looked over the statement carefully, and as far as I can see there is nothing in it that interests us outside its effect on the Chinese and Japanese trade. In so far as the eastern trade is concerned, the personnel of the ships are all British subjects.

WITNESS: Of course the reference covers the service—

Mr. MACNICOL: I know, but they are British subjects. They are not covered by what Mr. Reid has in mind. It seems to me we are drifting away altogether from the basis of Mr. Reid's argument. When you return I should like to ascertain from you what the departmental opinion is as to any drastic change in the personnel of the ships on the Pacific coast and what the departmental opinion is in reference to the possible result on the trade of this country.

WITNESS: Yes.

Mr. MASSEY: I should like to ask the witness if he has any detailed figures in regard to the number of Canadian born citizens who are on the ships now being considered. We have had figures of the number of orientals ranging from 65 per cent to 80 per cent. I am very anxious to obtain the exact figures.

The CHAIRMAN: The numbers?

Mr. MASSEY: Yes.

WITNESS: The figures are shown on the statement as far as I have been able to get them at present.

Mr. MACINNIS: Mr. Chairman, do I understand that Mr. MacNicol has asked that Mr. Bawden be instructed to get the view of the Department of Trade and Commerce as to what the effect on trade would be if there were any drastic change made in the personnel of the crews on the ships? Is that the motion he has made?

Mr. NEILL: That would be a very indelicate thing to make public.

Mr. MACINNIS: If the motion has been made, I wish to oppose it. There is nothing to prevent the Minister of Trade and Commerce, who I believe is a member of this committee, from putting his point of view before the committee if he so desires. I do not think we should ask the minister or the department to do that.

The CHAIRMAN: Mr. Euler is not a member of this committee.

Mr. MACINNIS: He can appear before the committee.

Mr. MACNICOL: I did not make a motion to that effect; I suggested it.

[Mr. F. E. Bawden.]

The CHAIRMAN: Mr. MacNicol wants Mr. Bawden to define the stand of the department in regard to the reference before the committee. That is a matter of government policy, and a declaration of government policy to the best of my knowledge has never been made to a committee.

Mr. MACNICOL: We need some guidance; somebody will have to come here to guide us on the probable effect, if any, caused by the change. I do not say there will be any effect, but we should have the information before us. I should like to know from somebody who should know if the personnel of those C.P.R. ships, or other ships, going from Vancouver or Victoria to China and Japan, is drastically changed from what it is now, whether the result will be injurious to the trade between the orient and ourselves.

Mr. NEILL: That was referred to in the report read last day.

Mr. MACNICOL: Mr. Clendenning said something about it, but I should like some other information. I should like to have the opinion of the department. If we as a committee pass a resolution contrary to departmental opinion, where are we going to land?

The CHAIRMAN: I think that satisfactory evidence will be adduced. In so far as the department is concerned, and how far it wants to go before this committee, is another opinion. If you desire it, I shall discuss the matter with the Minister of Trade and Commerce.

Mr. MACNICOL: We shall leave it with you to discuss the matter with Mr. Euler. As far as I am concerned, I suggest that you consult with the Minister of Trade and Commerce along that line.

The CHAIRMAN: I shall be quite willing to do that if it is the desire of the committee.

Mr. MACINNIS: I do not like that. Mr. MacNicol wants guidance from the Department of Trade and Commerce so that the committee will be able to make a report. The committee will make a report on the evidence submitted to it. We are not going to take guidance from anyone. If we get information we shall be in a position to form an opinion as to the possible effect on the trade of the country, and I do not think it would be necessary to take the opinion of the minister. I do not think it is in order that we should take guidance from anyone, except to get evidence from whatever sources we can, and then come to our own conclusion as to what should be done in the matter. Whether it agrees with the point of view of the department or not, is not material.

The CHAIRMAN: That is the other side of the question.

Mr. ISNOR: I should be inclined to follow the same line of reasoning as Mr. MacInnis. I think it would be wise to withhold information from the department at present. I do not think it would help our enquiry at this stage to have expressions of opinion in regard to that particular angle, placed before us. First we should conduct our enquiry, having regard to the Pacific and the Atlantic, and then if necessary fall back on the department in regard to their wishes.

The CHAIRMAN: All right. Is it the wish of the committee that we proceed the way we have been doing, get all the evidence possible from all sources and then report in accordance with the evidence adduced.

Mr. McLEAN (*Simcoe East*): Getting the opinion of the department would be different from getting facts from them. They have facts on hand.

The CHAIRMAN: Yes; we have some of them here this morning.

Mr. MACINNIS: Yes.

Committee adjourned at 12.15 p.m., to meet again at the call of the Chair.

APPENDIX I

DEPARTMENT OF TRADE AND COMMERCE
MAIL SUBSIDIES AND STEAMSHIP SUBVENTIONS

Services (and Contractors during 1935-36)	Estimates		Vessels	Present subsidy 1935-36 (and date contract expires)	Nationality of Crews (As reported to the Department by Contractors)
	1936-37	1935-36			
	\$	\$		\$	
ATLANTIC OCEAN—					
Canada and the United Kingdom on the Atlantic, service between..... Canadian Pacific Railway Company, Montreal, Que.	250,000	500,000	EMPEROR OF BRITAIN; EMPERESS OF AUSTRIA; 4 DUCHESSES; MONTCALM; MONT-ROSE; MONTCLARE; 5 freight liners.	500,000 (Mar. 31, 1936)	Information supplied to date indicates practically all British (3643). (To get accurate information would necessitate canvassing each member of the crew—or a great deal of work in searching records.).
Canada and South Africa, service between..... Elder Dempster Lines, Limited, Montreal and Liverpool.	112,500	112,500	COCHRANE; CALGARY; CAPUMET; MATTAWIN; and others.	112,500 (Mar. 31, 1938)	On four regular steamers— 132 British; 74 British; West Africans; 3 Other nationalities. A few of these may be Canadian citizens, but number not recorded.
PACIFIC OCEAN—					
British Columbia and China, service between..... S.S. Limited, British Canadian (Agents, Ocean Shipping Co., Ltd.), Vancouver, B.C.	118,800	118,800	Chartered vessels.....	118,800 (Mar. 31, 1938)	All chartered vessels—mainly British with British crews (30-35 per ship). When chartering British vessels in London contractors have no knowledge of how ships are manned. Bank Line vessels have Chinese crews. Contractors state that it is impossible for charterers to control employment of personnel on British ships. If British vessels are occasionally unobtainable, Scandinavian vessels are employed, with 100% Scandinavian crews.
British Columbia and South Africa, service between..... Silver Java-Pacific Line, (Agents, Dingwall Cotts & Co., Vancouver).	84,000	84,000	SILVERWILLOW; MADOERA; SILVERPALM; MAPIA, SILVERVELLE, etc.	84,000 (July 1938)	Joint British and Dutch service. Each British vessel has 20 British whites and 33 British natives. 4 Canadian Cadets and 2 Canadian Junior Engineers on British service (total on all vessels). Each Dutch vessel has 37 Dutch whites, 6 Dutch natives and 6 British natives.

DEPARTMENT OF TRADE AND COMMERCE—Continued
MAIL SUBSIDIES AND STEAMSHIP SUBVENTIONS—Continued

Services (and Contractors during 1935-36)	Estimates		Vessels	Present subsidy 1935-36 (and date contract expires)	Nationality of Crews
	1936-37	1935-36			
	\$	\$		\$	(As reported to the Department by Contractors)
Canada China and Japan, service between..... Canadian Pacific Railway Company, Montreal, P.Q.	600,000	749,000	EMPEROR OF JAPAN; EMPERESS OF CANADA; EMPERESS OF RUSSIA;	749,000 (Mar. 31, 1936)	275 Whites (British and Canadian), 200 of whom have their homes in Vancouver or vicinity. 1,783 Orientals, many of whom are stated to be British subjects.
Canada and New Zealand, on the Pacific, service between..... Canadian Australasian Line, Ltd., Vancouver, B.C. (C.P.R. have half interest in this Line; other half held by Union S.S. Co. of New Zealand).	300,000	200,000	NIAGARA; AORANGI.....	200,000 (Mar. 31, 1935)	445 Australians; 55 New Zealanders; 8 Canadians; 2 Fijians. (All British subjects).
PACIFIC OCEAN:—					
Prince Rupert, B.C., and Queen Charlotte Islands, service between Canadian National S.S. Limited.	12,000	12,000	PRINCE JOHN.....	12,000 (Mar. 31, 1936)	All Canadian citizens. (36)
Vancouver and the British West Indies service between.	33,000	36,000	BRONNOY; BRYNJE; OAK WORTH; CRESSINGTON; COURT, and other chartered vessels.	33,000 (Mar. 31, 1936)	Contractors state that they have no information, as all ships are chartered.
Canadian Transport Co., Ltd., Vancouver, B.C.					
Vancouver and Northern ports of British Columbia service between.	18,000	18,000	CARDENA; CATALA; CHELOHSIN; VENTURE.	18,000 (Mar. 31, 1936)	210 Canadian citizens. 18 Chinese.
Union S.S. Limited, Vancouver, B.C.					
Victoria, Vancouver, way ports and Skagway, service between Canadian Pacific Railway Company, Montreal, Que.	12,000	12,000	PRINCESS ALICE; PRINCESS LOUISE; PRINCESS CHARLOTTE; PRINCESS NORAH.	12,000 (Mar. 31, 1936)	Entire C.P. coastal fleet, part of which is not subsidized, employs 674 whites, who are stated to be practically all Canadians; and 64 Orientals, some of whom are Canadian citizens.

Victoria, and West Coast Vancouver Island, service between. Canadian Pacific Railway Company, Montreal, Que.	10,000	10,000	PRINCESS MAQUINNA; PRINCESS NORAH.	10,000 (Mar. 31, 1936)	See above.
LOCAL SERVICES: Baddeck and Iona, service between.... S. A. McLeod, Baddeck, N.S.	8,000	8,000	ELBUTHERIAN.....	8,000 (Close of Navig.) 1938	All Canadian citizens. (4)
Charlottetown and Pictou, service between. Hochelaga Shipping & Towing Co., Ltd., Halifax, N.S.	20,000	25,000	HOCHELAGA.....	25,000 (Close of Navig.) 1935	All Canadian citizens. (19)
Charlottetown, Victoria and Hollidays' Wharf, service between. Charlottetown S.S. Co., Ltd., Charlottetown, P.E.I.	6,000	4,600	HARLAND.....	6,000 (Close of Navig.) 1935	All Canadian citizens. (9)
Chester and Tancook Island, winter service between. Willis Crooks, Tancook, N.S.	1,600	1,600	GERALD L. C.....	1,600 (Mar. 31, 1939)	All Canadian citizens. (3)
Grand Manan and the Mainland, service between. Eastern Canada Coastal S.S. Ltd., Saint John, N.B.	33,000	33,000	GRAND MANAN.....	33,000 (Mar. 31, 1939)	All Canadian citizens. (13)
Halifax and Bay St. Lawrence, service between. Nova Scotia Shipping Co., Ltd., Halifax, N.S.	2,000	2,000	DOMINION SHIPPER, OF DOMINION COASTER.	2,000 (Close of Navig.) 1935	All Canadian citizens. (8)
Halifax, Canso and Guysboro, service between. Halifax and Canso S.S. Co., Ltd., Halifax, N.S.	6,750	6,750	CHEDABUCTO.....	6,750 (Mar. 31, 1936)	All Canadian citizens. (14)
Halifax and Sherbrooke, service between. Eastern Motorship Co., Ltd., Halifax, N.S.	900	900	MARIS.....	900 (Mar. 31, 1936)	All Canadian citizens. (8)
Halifax, LaHave and LaHave River ports, service between. Himmelman Supply Co., Ltd., LaHave, N.S.	2,000	2,000	O. K. SERVICE.....	2,000 (Mar. 31, 1938)	All Canadian citizens. (4)

DEPARTMENT OF TRADE AND COMMERCE—Continued
MAIL SUBSIDIES AND STEAMSHIP SUBVENTIONS—Continued

Services (and Contractors during 1935-36)	Estimates		Vessels	Present subsidy 1935-36 (and date contract expires)	Nationality of Crews (As reported to the Department by Contractors)
	1936-37	1935-36			
LOCAL SERVICES— Halifax, South Cape Breton and Bras d'Or Lake ports, service between.	\$ 3,500	\$ 3,500	DOMINION SHIPPER.....	\$ 3,500 (Close of Navig. 1935)	All Canadian citizens. (8)
Nova Scotia Shipping Co., Ltd., Halifax, N.S.					
Halifax, Spry Bay and Cape Breton Ports, service between.	4,000	4,000	MAGDALEN; MARLIS; DOMINION HALSYD.	4,000 (Mar. 31, 1936)	All Canadian citizens. (15)
Nova Scotia Shipping Co., Ltd., Halifax, N.S.					
Halifax and West Coast of Cape Bre- ton, service between.	4,000	4,000	DOMINION HALSYD.....	4,000	All Canadian citizens. (8)
Nova Scotia Shipping Co., Ltd., Halifax, N.S.					
Ile-aux-Coudres and Les Eboulements, service between.	1,100	1,100	CAP A LA BRANCHE.....	(Close of Navig.) 1935 1,100	All Canadian citizens. (4)
Alphonse Degagne, Ile-aux-Coudres, P.Q.				(June 30, 1939)	
Mulgrave, Arichat and Canso, service between.	33,750	33,750	SURF.....	33,750 (Mar. 31, 1937)	All Canadian citizens. (13)
Margaree S.S. Co., Ltd., Sydney, N.S.					
Mulgrave and Guysboro, calling at inter- mediate ports, service between.	9,500	9,500	GRANVILLE III.....	9,500 (Mar. 31, 1936)	All Canadian citizens. (6)
Eastern Canada Coastal S.S. Ltd., St. John, N.B.					
Murray Bay and North Shore, winter service between.	40,000	40,000	SABLE I.....	40,000 (Mar. 31, 1937)	All Canadian citizens. (34)
Bras d'Or Bay Navig. Co., Ltd., Quebec, P.Q.					
Parrsboro, Kingsport and Wolfville, service between.	1,500	2,000	KIPAWO.....	2,000 (Close of Navig.) 1935	All Canadian citizens. (7)
Dominion Atlantic Rly., Kentville, N.S.					

Pelee Island and the Mainland, service between.	8, 250	8, 250	PELEE.....	8, 250	9 Canadians. 1 Yugo Slav. (10).
Windsor & Pelee Island S.S. Co., Ltd., Pelee Island, Ont.					(Close of Navig.) 1935
Pictou, Mulgrave and Cheticamp, service between. North Bay S.S. Co., Ltd., Port Hood, N.S.	11, 000	11, 000	KINBURN..... (Wrecked in Dec., will be replaced.)	11, 000	All Canadian citizens. (10)
Pictou, Souris and the Magdalen Is., service between. Lovat S.S. Co., Ltd., Halifax, N.S.	37, 500	37, 500	LOVAT.....	37, 500 (Close of Navig.) 1936	All Canadian citizens. (20)
Quebec, Natashquan & Harrington, service between. Clarke S.S. Co., Ltd., Quebec, Que.	85, 000	84, 500	SABLE I NORTH VOYA- GEUR.	85, 000 (Close of Navig.) 1939	All Canadian citizens. (75)
Quebec, or Montreal and Gaspé, calling at way ports, service between Clarke S.S. Co., Ltd., Quebec, P.Q.	60, 000	60, 000	GASPEIA; CAPE GASPE; NEW NORTHLAND.	60, 000 (Close of Navig.) 1939	All Canadian citizens. (130)
Rimouski & Matane and points on the North Shore of the St. Lawrence, service between Lower St. Lawrence Transportation Co., Quebec, P.Q.	50, 000	50, 000	MANICOUAGAN; MARCO POLO; JEAN BRILLANT.	50, 000 (Close of Navig.) 1939	All Canadian citizens. (39)
Riviere-du-Loup and Tadoussac, and other North Shore ports, service between. The Riviere du Loup and Tadoussac Ferry Co., Ltd.; Riviere du Loup, P.Q.	8, 000	12, 000	RIVIERE-DU-LOUP.....	12, 000 (Sept. 30, 1935)	All Canadian citizens. (26)
St. Catherine's Bay and Tadoussac, service between J. A. Deschenes, Tadoussac, P.Q.	3, 500	3, 558 26	N. B. T.....	3, 500 (May 15, 1938)	All Canadian citizens. (3)
Saint John, Bear River, Annapolis and Granville, and any other way ports, service between. Eastern Canada Coastal S.S. Co., Ltd., Saint John, N.B.	1, 500	2, 000	RIO CASMA, or GLENHOLME.	2, 000 (Mar. 31, 1936)	All Canadian citizens. (7)

DEPARTMENT OF TRADE AND COMMERCE—*Concluded*
MAIL SUBSIDIES AND STEAMSHIP SUBVENTIONS—*Concluded*

Services (and Contractors during 1935-36)	Estimates		Vessels	Present subsidy 1935-36 (and date contract expires)	Nationality of Crews (As reported to the Department by Contractors)
	1936-37	1935-36			
LOCAL SERVICES— Saint John and Bridgetown, service between. Bridgetown S.S. Co., Ltd., Bridgetown, N.S.	\$ 800	\$ 1,000	VALANDA.....	\$ 1,000 (Close of Navig. 1935)	All Canadian citizens. (6)
Saint John and Margareville and other ports on the Bay of Fundy, service between. Margareville S.S. Co. (Eastern Canadian Coastal S.S. Co.), Saint John, N.B.	2,500	2,800	ELIZABETH N. CANN.....	2,800 (Close of Navig. 1935)	All Canadian citizens. (4)
Saint John and Minas Basin Ports, service between. Saint John S.S. Co., Ltd. (Eastern Canada Coastal S.S. Co.), Saint John, N.B.	5,000	3,500	RIO TAMBO, or GLENHOLME.	5,000 (Close of Navig. 1939)	All Canadian citizens. (8)
Saint John and St. Andrews, calling at way ports, service between. Maritime S.S. Co., Limited, Black's Harbour, N.B.	3,000	3,000	CONNORS BROS.....	3,000 (Mar. 31, 1936)	All Canadian citizens. (8)
Saint John, Westport and Yarmouth, and other way ports, service between. H. Cann & Son, Limited (Eastern Canada Coastal S.S. Co.), Yarmouth, N.S.	13,000	13,000	KETH CANN.....	13,000 (Mar. 31, 1936)	All Canadian citizens. (10)
Saint John and Weymouth, service between. Captain D. E. Cheney, Little River, N.S.	1,000	1,000	BEAR RIVER.....	1,000 (Close of Navig.)	All Canadian citizens. (6)
Summerville, Burlington and Windsor, N.S., service between.	500	750	ROTUNDUS.....	750 (Close of Navig.)	All Canadian citizens. (4)
Sydney and Bay St. Lawrence, calling at way ports, service between North Shore S.S. Co., Ltd., Sydney, N.S.	25,000	25,000	ASPY.....	25,000 (Close of Navig. 1937)	9 Canadian citizens 1 White British subject. (10)

22,500	22,500	22,500	22,500	22,500	22,500	22,500	22,500	(10)
Sydney and Bras d'Or Lake Ports, and West Coast of Cape Breton and Prince Edward Island, service between Straits Shipping and Contracting Co., Sydney, N.S.	16,000	LAKE VIEW	(Close of Navig.) 1939	16,000	(Close of Navig.) 1937	All Canadian citizens.	(7)	
Sydney and Whycocomagh, service between New Bras d'Or S.S. Co., Ltd., Sydney, N.S.	16,000					All Canadian citizens.		

Two Services subsidized in 1935-36 are not provided for in 1936-37

Nationality of Crews	1935-36	1936-37
All Canadian citizens. (41)	\$35,000	
Nil.	500	

Prince Edward Island, Nova Scotia and Boston.
Farnorth S.S. Company.

Dalhousie and Carleton.
(No subsidized service in 1935-36).

Gen. Doc.
Can.
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Canada-Industrial and
Relations, Standing Committee, 1936

SESSION 1936

HOUSE OF COMMONS

STANDING COMMITTEE

ON

INDUSTRIAL AND INTERNATIONAL RELATIONS

MINUTES OF PROCEEDINGS AND EVIDENCE

(The Employment of Greater Numbers of Canadian Citizens on
Canadian Subsidized Ships)

No. 3—MARCH 27, 1936

WITNESS:

Charles Patrick O'Donovan, President Canadian Amalgamated Association
of Seamen, Vancouver, B.C.

OTTAWA
J. O. PATENAUDE, I.S.O.
PRINTER TO THE KING'S MOST EXCELLENT MAJESTY

1936

MINUTES OF PROCEEDINGS

FRIDAY, March 27, 1936.

The Standing Committee on Industrial and International Relations met this day at 11 a.m.

The Chairman, Mr. C. R. McIntosh, presided.

Members present:—Barry, Betts, Black (Mrs.), Blackmore, Crete, Gladstone, Hartigan, Howden, Isnor, Jean, MacInnis, McIntosh, McIvor, Martin, Neill, Perras, Rogers, Rowe (Athabaska). (18)

The Chairman requested the Clerk of the Committee to read the Minutes of the previous meeting.

Minutes read by the Clerk. Adopted and signed by Chairman.

MINUTES OF SUB-COMMITTEE

ROOM 571, HOUSE OF COMMONS,

THURSDAY, March 26, 1936.

The Sub-Committee met this day at 11 a.m.

Mr. C. R. McIntosh, Chairman, presided.

Members present:—Isnor, Howden, MacInnis, MacNicol.

Telegram was read from Vancouver Merchants' Exchange asking for privilege of sending delegate witness to attend before Committee.

Moved by Mr. Howden,—

Seconded by Mr. Isnor,—

That submission of F. H. Clendenning representing Vancouver Merchants' Exchange having been heard, the Committee is disinclined to summon further witnesses on behalf of this organization, but is prepared to hear any further evidence submitted by them at their own expense.

That a submission of the Congress of Canadian Organizations forwarded to Chairman (Mr. C. R. McIntosh) be submitted to the meeting of the Standing Committee on Industrial and International Relations for its consideration as to the printing of said submission in the day to day proceedings of the Committee.

Your Sub-Committee present a

SECOND REPORT

Your Committee recommends:—

That Mr. F. E. Bawden (Director of Steamship Subsidies) of the Department of Trade and Commerce be recalled before the Committee in order that

the members who so desire may ask the witness any questions in regard to the testimony given by him at the meeting held Friday, March 20th, 1936, and the documents then submitted.

On motion of Mr. Isnor,—

Resolved,—That the Minutes and the Report of the Sub-Committee be adopted.

On motion of Mr. Jean,—

Resolved,—That the submission of the Congress of Canadian Organizations forwarded to the Chairman be printed in the day to day proceedings.

Mr. Charles Patrick O'Donovan, President of the Canadian Amalgamated Association of Seamen, Vancouver, B.C., was called, sworn, and examined. Witness retired.

On motion of Mr. Neill,—

Resolved,—That the Clerk be instructed to write the Shipping Companies and ask for a statement showing

- (1) The wages paid by them to White Crews detailing the various grades.
- (2) The same applied to Oriental Crews.
- (3) The cost of feeding White Crews.
- (4) The cost of feeding Oriental Crews.

Mr. McIvor moved a vote of thanks to the witness for the information given to the Committee and the Chairman, Mr. C. R. McIntosh, tendered the same on behalf of the Committee.

The Committee then adjourned to meet again at the call of the Chair.

WALTER HILL,
Clerk of the Committee.

MINUTES OF EVIDENCE

HOUSE OF COMMONS, ROOM 429,

OTTAWA, March 27, 1936.

The Standing Committee on Industrial Relations met this day at 11 a.m., the Chairman, Mr. McIntosh presiding.

The CHAIRMAN: Ladies and gentlemen, we now have a quorum, and if you will come to order we can begin our meeting. The first item before us will be the minutes of the last general meeting.

The Clerk read the minutes of the last meeting.

Mr. NEILL: Will it be necessary to sit when the House is sitting?

The CHAIRMAN: We may not need to do that, but we thought it would be wise to take the precaution of getting authority to do so, as we are unable to tell exactly when any witness might have to come and go.

The next item on our agenda is the reading of communications. I have a telegram here, dated March 24, and sent to the clerk of the committee, which reads as follows:—

Reference employment Canadians on subsidized ships. Understand intention committee call witnesses representing labour. If so presume witnesses representing shipping operators will also be called. Kindly advise stating probable time hearing.

J. H. HAMILTON, *Secretary,*
Vancouver Merchants' Exchange.

The next item deals with that telegram, and it is the reading of the sub-committee's minutes and report, which I shall read. Action on that telegram is included in the report.

The Chairman read the minutes and report of the sub-committee.

The CHAIRMAN: There you have the minutes and the report of the sub-committee, as to preparations for this meeting and the next.

Mr. NEILL: What was the reference to a submission?

The CHAIRMAN: The submission is from the Congress of Canadian Organizations, and we have the submission they sent.

Mr. NEILL: Where is it from?

The CHAIRMAN: It was sent from the province of British Columbia, from Vancouver. They wrote first to the Prime Minister, and to the Prime Minister's letter is attached a resolution. The Prime Minister sent the letter and resolution on to the Minister of Trade and Commerce. The Minister of Trade and Commerce then sent the combined correspondence on to your Chairman, and it is before your committee this morning.

Mr. NEILL: Are you recommending that it be put into the minutes of the meeting?

The CHAIRMAN: Yes, but we shall have to read it first. Before doing that we have to deal with the report of the sub-committee.

Mr. ISNOR: I would move that the recommendation as made by the sub-committee be confirmed.

Mr. NEILL: I second that.

(Carried.)

The CHAIRMAN: That being settled, the next order of business on the agenda will be the reading of the submission made by the Congress of Canadian Organizations. I will ask the clerk to read that.

The CLERK: First I shall read a copy of the letter sent to the Prime Minister, and forwarded to your Chairman:—

Copy

FEBRUARY 24th, 1936.

The Hon. MACKENZIE KING, Esq.,
Prime Minister,
Parliament Buildings,
Ottawa, Canada.

SIR,—We enclose copy of a resolution that has been passed by us and endorsing a resolution passed by Canadian Amalgamated Association of Seamen.

We are of the opinion the conditions existing as outlined in the enclosed resolution should be altered and we present this matter for your immediate attention and such action as you may see fit to take.

A similar communication has been sent to the other persons mentioned in the resolution.

We trust this will receive your favourable consideration and you will do what is possible to alter this serious situation.

We believe the employment of these Orientals is not in the best interests of British subjects.

We have the honour to be,

Sir,

Your obedient servant,

Congress of Canadian Organizations,
Per,

Secretary.

HGM/BP.

The resolution is as follows:—

Whereas Canadian Amalgamated Association of Seamen has appealed to the Congress of Canadian Organizations on behalf of a large number of seamen ratings, including four hundred stewards and cooks, many of whom are married residents of Vancouver, who, it is claimed by reason of the employment of Orientals by subsidized and other Canadian steamships operating out of Vancouver, have long been out of employment and many of them are compelled to accept relief from public and other charitable funds;

And Whereas it is pointed out and confidently believed that it is in the public interest and both fair and reasonable, that such Orientals should be replaced by Canadian seamen and that such replacements can be made without disadvantage to the steamship companies and to the material benefit of those now unemployed;

And Whereas the opinion is expressed that all Government contracts with Canadian steamships should be made conditional upon the employment of Canadian seamen in order to obtain subsidies from public funds for the carrying of mails;

Therefore be it resolved that this congress of Canadian Organizations express its approval of the foregoing and endorse the suggestions made by the Canadian Amalgamated Association of Seamen, and resolves further that the Canadian Government be asked to take under immediate and favourable consideration the advisability of amending contracts with all Canadian steamships receiving subsidies whereby Canadian seamen shall be employed in all ratings on all subsidized ships and that copies of this resolution be forwarded to the Right Honourable the Premier of Canada, the Honourable Minister of Marine and to the local members of Parliament, as well as the Marine Engineers of Vancouver.

The letter sent to Mr. Euler and forwarded to your Chairman is as follows:—

CONGRESS OF CANADIAN ORGANIZATIONS

VANCOUVER, B.C.,

March Tenth, 1936.

The Hon. W. D. EULER, M.P., Esq.,
Minister of Trade & Commerce,
Parliament Buildings,
Ottawa, Canada.

DEAR SIR,—We enclose herewith copy of a letter written by us on the 24th ult. to the Honourable the Prime Minister and several Members, together with a copy of the resolution therein referred to.

Since writing the above-mentioned letter we have been informed of the resolution moved by Mr. Tom Reid, M.P., and the amendment thereto of Mr. Angus McInnis, M.P., and the further amendment by yourself. This resolution and amendments has been discussed by us and we are now desirous of amplifying our said letter of the 24th ult.

We are definitely opposed to the amendment by Mr. McInnis to strike out the word "white". We believe white Canadians should be employed. The fact of an Oriental being born in Canada or elsewhere should not bestow upon him the same birthright of white Canadians. Orientals may surround themselves with modern buildings and methods of living but their Oriental mind does not alter, they cannot be assimilated and should not have the same birthright as white Canadians, especially when so many of the latter are now unemployed. This does not include Indians as referred to by Mr. McInnis.

You stated the C.P.R. employs Oriental help on the Empress boats because of the Oriental passenger list, whom white employees would not care to serve. We think there is no objection to the employment of Orientals on such boats in proportion to the Oriental travellers, but this would have reference only to the catering department, such as waiters and cooks.

Just recently the Runciman Act was passed in England, making it prohibitive to employ foreigners on British ships as described in that Act. All employees must be white and this Act further fixed a new scale of wages. It was presented by Lord Runciman, President of the British Board of Trade. No doubt the enforcement of this Act resulted in many ship owners spending huge sums of money but the end result will mean the employment of more white people on ships.

Mainly because Orientals are employed on the Empress boats these ships carry rifles and revolvers in case of accident at sea, to control the Oriental crew. It is a well-known fact an Oriental crew is worthless in time of danger and creates panic.

The C.P.R. Empress boats are subsidized by the British Admiralty:—

- (a) Because of their speed.
- (b) They can stand the recoil of a gun.
- (c) Guns can be placed in position in 24 hours.
- (d) They can be quickly converted into cruisers. In this event all Orientals are put ashore. This would not be necessary with a white crew.

The Atlantic C.P.R. Duchess boats are manned entirely by a white crew.

The C.P.R. Empresses are subsidized by the Government of Canada and this Government guarantees the C.P.R. bonds.

As you know the Empress boats have mail contracts and because the C.P.R. enjoys money from these contracts we suggest the Postmaster General insist on a clause being inserted in the contracts that only white Canadians be employed. We appreciate the fact that perhaps it is impossible to do this until the expiration of the present contracts.

In France and Germany all naval men must serve in the Merchant Marine. This training is considered essential by the Navy from a national defence point of view.

Although this letter mentions subsidized ships we are also concerned with other Canadian steamships operating out of Vancouver as described in the resolution of Canadian Amalgamated Association of Seamen.

We urge the passing of Mr. Reid's motion, coupled with the amendment of Mr. McInnis only as to wages.

This letter is written to you in your capacity as Minister of Trade and Commerce and for the information of the Standing Committee on Industrial and International Relations.

Thanking you, we are,

Yours faithfully,

CONGRESS OF CANADIAN ORGANIZATIONS

Per H. G. MACKENRAT,

HGM/BP.

Secretary.

The CHAIRMAN: Ladies and gentlemen, you have heard the submission made by the Congress of Canadian Organizations. It would be well to have that incorporated in the report of this week, would it not? There are some members of the committee who are not here, and those who are here will want to read it. What is your pleasure?

Mr. JEAN: I would move that it be incorporated in the minutes.

Mr. MACINNIS: I second that.

(Carried.)

The CHAIRMAN: Members of the committee are no doubt aware we have a witness here who has come from a long distance and I understand it is his desire to leave Ottawa as quickly as possible, in fact I understand he would like to get away to-night. If there are to be any questions with respect to the submission he will make this morning, to-day will probably afford the only opportunity you will have for putting questions to him.

Mr. ISNOR: Mr. Chairman, I think you had reached the order of business under which you desire to deal with communications which had been received.

The CHAIRMAN: Yes, that is what we were dealing with.

Mr. ISNOR: I have an item here which I would like to bring to your attention. It was suggested that I get in touch with representatives of the seamen's organizations in the Maritimes.

The CHAIRMAN: Yes, I remember that, Mr. Isnor.

Mr. ISNOR: I have received a communication which states; "received minutes of committee—starting to-morrow with brief—would like very much to appear before committee." It is signed, Walter Johnson, President, Nova Scotia Seamen's Union. I take it from that telegram that Mr. Johnson is preparing a brief and will appear in person before this committee at some future time.

Mr. HOWDEN: Has he been invited to appear? Was that in response to an invitation?

Mr. ISNOR: He received a copy of the minutes of the proceedings of the committee, and you will recall that in that it is stated that they, or anyone interested, was at liberty to send a brief. You will also remember that either this committee, or the sub-committee, suggested that I get in touch with organizations of seamen in Nova Scotia.

The CHAIRMAN: I take it for granted that this communication will come before the sub-committee, and that the sub-committee will arrange a date for the appearance of a representative of the Nova Scotia Seamen's Union. Is that satisfactory to you?

Mr. ISNOR: That will be perfectly satisfactory.

Mrs. BLACK: With respect to the letter which was read to us by the clerk, can you tell me where the headquarters of that organization is?

The CHAIRMAN: Vancouver, British Columbia.

Mrs. BLACK: Is that their main headquarters?

The CHAIRMAN: I could not tell you that. I can only tell you that the place from which their letter was dated is Vancouver.

Mrs. BLACK: The main headquarters of all these unions is, I think, San Francisco; and we would really be taking orders from San Francisco.

The CHAIRMAN: The headquarters of the Native Sons of Canada would hardly be there.

Mrs. BLACK: They take their orders from there.

The CHAIRMAN: Do they really take orders from San Francisco?

Mrs. BLACK: They did in the strikes of last summer.

Mr. MACINNIS: I hardly think that is possible. There must be some confusion in the hon. member's mind as to organizations. I hardly think that would apply to the Native Sons of Canada, or to one or two others.

Mr. BLACKMORE: If it would be in order, Mr. Chairman, we might have the report of this witness before it gets too late.

The CHAIRMAN: Yes, we are just coming to that, if you will wait a minute. I have just had a communication handed me dealing with organization of seamen in the dominion. I think the question was asked at our last meeting as to the organization of seamen existing in Canada at the present time. That is a matter which will come before our sub-committee and we can have it dealt with at our next meeting. I trust this will be satisfactory.

Now, then, we have a witness here this morning from Vancouver, Mr. O'Donovan. I will ask the clerk to present the oath to Mr. O'Donovan.

CHARLES PATRICK O'DONOVAN called and sworn:

By the Chairman:

Q. What organization do you represent, Mr. O'Donovan?—A. The Canadian Amalgamated Association of Seamen.

Q. Will you explain how that name "Amalgamated" comes into the title of your organization?—A. Yes, sir. The organization was founded in 1931 and it was known as the Canadian Association of Seamen. Later we took in the cooks and the stewards and consequently the word "amalgamated" was added to our title.

The CHAIRMAN: All right then, Mr. O'Donovan; you may, if agreeable to all, proceed with your submission. I think, perhaps, Mr. O'Donovan might make his submission in full after which questions could later be asked.

Mr. HOWDEN: Might I suggest that the witness address the meeting. We can not hear what is being said.

The CHAIRMAN: A little louder please, Mr. O'Donovan.

WITNESS: I was answering a question asked me by the chairman.

Mr. Chairman, ladies and gentlemen: I am sorry that I was not hear last week when Mr. Clendenning was here to answer some of the things he submitted before this committee. One of the things here—I had this brought to my attention since my arrival in Ottawa—I would like to speak of briefly.

By Mr. Howden:

Q. To what page are you referring?—A. To page 12:—

While we have no definite knowledge of the additional operating cost which would result from the replacement of Chinese by Canadians on the Canadian trans-pacific passenger vessels we are informed by the Canadian Pacific Railway Company that it would be roughly \$1,000,000 (one million dollars) per annum.

The number of white men employed on the four Empress boats, *Empress of Japan*, *Empress of Canada*, *Empress of Asia*, and *Empress of Russia* is 265; the number of orientals is 175. The grand total is 2,048. The company is receiving a subsidy of approximately \$690,000 annually. Our estimate is that we could man the Empress liners as follows: *Empress of Japan*, 26,032 tons approximately; 357 white all told. *Empress of Canada*, 21,517 tons, 300 white men; *Empress of Asia*, 16,909 tons, 250 white men; *Empress of Russia*, 16,810 tons, 250 white men; a total of 1,187.

Now, we maintain that we do not want all white seamen aboard these ships, because it would be impossible for this reason: the traffic aboard these ships includes quite a number of oriental passengers, at the same time quite a number of white people travel from Vancouver to the orient. We have never asked at any time, in appealing to the government the last five years, that all white men should be employed on those ships. We have asked for a percentage of white Canadian seamen; we have asked also that preference in employment

[Mr. Charles Patrick O'Donovan.]

aboard those ships should be given first to the nationals of Canada, the native sons, if they have the qualifications to go aboard these ships as seamen.

The contention that Mr. Clendenning raises is that the white man is practically unreliable. Last year you may remember a similar accusation was made by the Canadian Pacific. This year they have somewhat changed their tactics. Last year, for instance, it was stated that the white man could not stand the tropical weather. Well, I have been at sea all my life with the exception of the last five years. I was at one time aboard a tramp steamer for two years and four months in tropical weather. I never saw a man miss his trick at the wheel or his place in the stoke hole or engine-room during all that period. That is pointing a finger of scorn at your own race; it is not fair, when you maintain they are not capable or not qualified to stand tropical weather.

By Mr. Howden:

Q. I do not think that is what the former witness had in mind. His idea was that the white labourer would leave his ship and go to a better job, would move around; that they could depend on the oriental labourer to stay at his post. I think that was the idea. What do you say as to that?—A. Mr. Chairman, that is not so either. That is not a fair statement to make. I happen to know different from that. We have members in our organization who have been on the Canadian National Steamships for years, men who have served on these boats for the last ten or fifteen years without leaving them. We have members on the coastwise steamship boats, the Canadian Pacific steamships, who have been there for ten and eleven years steadily. I was on the *Mauretania*, and I have been with men who sailed on the *Mauretania* years ago, and they were on that ship from the time she left her dockyard. It is true that there are a few isolated cases like those you mentioned; but you must not condemn all seamen because of that. Remember, seamen are the backbone of the British Empire.

Mr. Chairman, another contention of the shipping interests is that they would have to alter considerably the quarters, if they employed a white crew. That is also ridiculous. I am aboard these *Empress* boats very often, and the linen cupboard on the *Empress of Russia* is next door to the Chinese sailors' quarters, practically, on the port side of the ship. I have been all around these ships, and they are no different from any other ships. That might have been so years ago. You must remember when ships are built in these days the quarters of the crew are taken into consideration. They are making the quarters much better. When I first went to sea the quarters were terrible. You had to be very, very hard to stand it. In so far as the *Empress of Russia* is concerned, I would go to sea on her tomorrow if I had the opportunity, and be glad of it. It is no joke, if you are a trained seaman, to stay ashore and be cooped up in an office year in and year out. We are seamen and you must be a seaman to understand seamen.

Q. Quite so.—A. I have had the honour of representing these men for practically five years—four years I was secretary, and last year I was made president of the organization. I have seen these men patiently put up with all sorts of inconveniences; I have seen our organization struggle to keep them on this side of the line; I have seen some of the boys, the best men you could find in the British Empire, leave this country and go to the United States of America, and somehow in some way they seem to get aboard these ships. Can this empire or country honestly afford to allow these men to go so easily? This country is making no provision whatever for her native sons to be trained as seamen.

By Mr. Barry:

Q. What percentage of Canadians and Orientals would you advocate on these ships?—A. I shall explain that to you now. I would advocate that a percentage of white stewards be carried of roughly about 65 to 70 per cent. That is all.

Q. What would that cover?—A. Those who have been aboard ship will understand what I mean. I maintain we should have white oilers on these ships, white men for oiling the ship; so many stewards to attend on the white passengers only; so many white cooks; so many extra white pantrymen, and so on, as it goes down the line; so many white quartermasters, white quarter-deck men; white able-bodied seamen, white deck-hands. That is all we want. We do not say they should actually be all white men; because we can see the companies' angle. We can see the difficulties the company is up against, but we cannot understand why the company makes these false accusations and tries to hide behind them instead of coming out in the open with the real facts. We approached the companies before we ever approached the government here, but we got the same old argument that operation costs are too high. Well, operation costs would not be too high because we are willing to co-operate with them.

Q. What difference would it make in the costs if the percentage you advocate was put into effect?

The CHAIRMAN: Would you rather make your submission and have questions put to you afterwards, or are you in favour of being questioned now?

WITNESS: It is quite all right, if they want to question me now.

By Mr. Howden:

Q. I have a timely question to ask. The witness has suggested that the quarter-deck men, stewards and men of that sort, be white. I quite agree with that. Would there be any complication or any difficulty as between the white quarter-deck men and the coolies?—A. Mr. Chairman, if that was a difficulty they would have it on the ships now. There is no hardship in that at all. Right at the present time aboard these ships they are dealing with Chinamen, and they all seem to understand a little English, can all speak it anyway.

Q. They understand enough to take orders?—A. Absolutely yes, they understand it all right. But I will tell you what they do not understand. They do not understand the operation of a lifeboat. These Chinamen, when you are giving orders to put a lifeboat over the side, do not understand. You have to point to the various things that they have to pick up. It would be an awful thing if one of those ships foundered at any time.

Mr. NEILL: That is bad.

WITNESS: I should like to submit a report on the Census of Seamen as enumerated in the Board of Trade Journal at page 11. The report is as follows:—

DISTRIBUTION OF CREWS

Board of Trade Journal, May 31, 1934, P.XI.

Far East sea going Passenger, June 15, 1933.

Tonnage 10- 14,000.

	Deck	Engine	Stewards	Total	
British.. . . .	23	11	68	102	British
Foreign.. . . .	0	0	0	0	Foreign
Lascars.. . . .	22	42	20	84	Lascars
Totals.. . . .	45	53	88	186	

Total of all on a 10 to 14,000 ton ships—186.

Total on all passenger ships over 10,000 tons registered in Great Britain.

No. of ships—55, 10 to 14,000 ton ships.

[Mr. Charles Patrick O'Donovan.]

PERSONNEL OF CREWS

	Deck	Engine	Stewards	Total	
British.	1,856	1,611	4,209	7,678	British
Foreign.	18	39	96	153	Foreign
Lascars.	461	886	536	1,883	Lascars

Total of 9,714 all departments on 55 vessels, equal to average on each ship of 175.

I should like you to pay particular attention to these figures, gentlemen, because they are taken from the Board of Trade records. Included in these figures are oilers, firemen, coal passers and wipers. You understand, a wiper is employed in the stoke-hole of the engine-room of a ship burning oil; they are called wipers.

By Mr. Reid:

Q. These figures refer to British boats?—A. British boats.

Q. Travelling where, in the far east?—A. Travelling to the far east.

By the Chairman:

Q. What does the total of 186 refer to; how many vessels?

Mr. REID: One vessel.

WITNESS: One vessel.

By Mr. Reid:

Q. A vessel comparable to the Empress boats?—A. Yes.

By Mr. Howden:

Q. What are your percentages?—A. 186 is the grand total. Pardon me, on a 10,000 to 14,000 ton ship the number is 186, which is less than the Empress boats. Remember, we have to be fair about this.

By Mr. Reid:

Q. That is a total of 55 ships?—A. Yes. The total is 9,714 all departments on 55 vessels, equal to an average of 175 on each ship. It is a funny thing they can do it over there.

Mr. BARRY: I should like to see the matter quoted incorporated in the record so that we shall be able to follow it.

The CHAIRMAN: That will be done.

WITNESS: Mr. Chairman, you do not mind my taking a little time?

The CHAIRMAN: Not a bit, so long as you keep this committee interested.

WITNESS: In a recent report you have received from the Shipping Federation of Canada and which is found at page 30 of the Minutes of Evidence, the following appears:—

In regard to the employment of orientals or other so-called coloured races on vessels receiving subventions from the Canadian government, it is contended that in certain ocean services from Pacific and Atlantic ports, the employment of other than Canadian or British born is often a matter of climatic conditions. . . .

Now, I have already answered that. That is twice they have mentioned that to you gentlemen. This is a dozen times we have answered the same question and proved beyond any possible doubt that it is not so. We have submitted reference to you to show that we can stand tropical weather conditions. We

can stand them. We can stand anything. All we want is an opportunity on ships subsidized by our government; all we want is to give our seamen an opportunity of employment in our own country. That is all. If you have any questions I should be pleased to answer them. The number of unemployed we have at the present time is 511.

By Mr. Reid:

Q. Those are members of the association?—A. Not all of them, but the names are on the books of the association. You must understand that after a man is six months behind in his contribution he is no longer a member, but is carried on just the same. He is allowed to use the club room. The number of single men on relief in April, 1935, was 176 seamen. These figures are taken from the relief department as well as our own. A lot of these men, I understand, have recently gone to the United States of America. You must be a Canadian citizen to obtain employment on the coastwise shipping operated by the United States. You must be a Canadian citizen—American, I mean.

MR. BARRY: You mean he must be an American citizen.

WITNESS: Yes. I am not speaking from anything I have read; I am speaking from experience; but you can sail foreign on an American ship. Some of our members—some of our best men—have actually gone over there and have got work on ships going to China and these other places.

By Mr. Reid:

Q. Have they any difficulty in getting a job over there?—A. None whatever.

By Mr. Howden:

Q. If they want men? You mean to say that if they want men they have no difficulty in getting a job?—A. No, if they want men. I would like to add this, that they prefer the British plain seaman; they actually prefer him to anybody else; and these men cannot obtain employment on the coast, but they can get it on deep water.

Q. That goes very largely for Canadians in the United States anyway.

By Mr. Reid:

Q. You as a seaman resent the statement that orientals are better in the hot and tropical climates?—A. Absolutely. The white man can stand the tropical weather. That is foolishness.

MR. HOWDEN: I do not think there is anything in that.

By Mr. Blackmore:

Q. May I ask the witness a question. I was wondering how many more of our men you think could be absorbed by the ships that we are subsidizing if the regulation that you think should be applied were applied—that is, 65 per cent—how many more of our men would you think would be absorbed on the four ships, roughly speaking?—A. Nearly one thousand men.

Q. I was wondering if that would take up all our unemployed seamen out there?—A. It would take absolutely all of them in that particular province. Now, I want you to understand further, Mr. Chairman, that this is not just for British Columbia seamen; we are not saying you must be a member of the Canadian Amalgamated Association of Seamen before you go aboard these ships. That is not the point. The point is to have Canadian seamen.

By the Chairman:

Q. Have you an accurate estimate of the number of Canadian seamen throughout Canada?—A. Not throughout Canada.

[Mr. Charles Patrick O'Donovan.]

Q. You are dealing largely with the province of British Columbia?—A. Yes. we are starting a branch in Halifax, but, unfortunately, we are not able to go ahead with it very well, and unfortunately, too, our finest organizer was lost on the Joseph Madell last year when she went down in the Atlantic off Newfoundland. The mate of the ship was our former vice-president.

Q. You could get an accurate estimate of the number of able seamen throughout Canada, could you not, if your organization took it up?—A. Yes.

Q. I think that would be valuable information to have.

Mr. ISNOR: I think that is on file now; likely the Department of Labour has that information.

By Mr. Blackmore:

Q. I was just wondering what the idea of the witness is as to why the companies persistently try to keep British off ships and are in favour of orientals; what is your honest opinion?—A. Well, the opinion we have formed is because of cheap labour, in the first place, by getting quite a lot of labour through the employment of orientals on these ships. They are employing twice as many as many as they would have to employ if a white crew were there, but, at the same time, it is cheap labour.

Q. I was wondering about this: we are subsidizing these ships now as a Dominion, and provided that we put in a 65 per cent white crew, such as you suggest—I was wondering if that would bring up the cost of running those ships so high that we could no longer afford to subsidize them adequately?—A. I do not think so.

Q. Do you find that the companies running these ships are making money and a substantial profit so that they could afford very well to put white men on?—A. Sir, that is a question we have tried to take up time and time again. In the first place we tried to find out exactly what the company was making, but that is a hard thing. The only way that you could find that out, I expect, is to insist on them showing their books. We cannot do that.

By Mr. Martin:

Q. Surely the government knows that before granting a subsidy—that information is certainly available?—A. We could never get it.

By Mr. Howden:

Q. I would like to have the witness clear up that figure of 55 per cent or 65 per cent. Does that mean an increase of 55 per cent more white labour, or does it mean that 55 per cent of the labour aboard ships should be white?—A. Yes.

The CHAIRMAN: It means the latter, does it not?

WITNESS: Yes.

Mr. HOWDEN: It means that 55 per cent of the labour on the ships should be white.

The CHAIRMAN: Is it 55 per cent?

WITNESS: No, 65 per cent.

By Mr. Barry:

Q. Have you a figure showing anything in regard to the actual difference in the cost if your scheme were carried out?—A. No, I do not think it would cost any more. I think they would still have a margin over.

Mr. REID: I think the witness is arguing that it would not cost any more in the aggregate owing to the fact that if white men were employed the number of those employed would be reduced.

By Mr. Hartigan:

Q. By reducing the number would it reduce the efficiency—the service to the passengers on the boat? Would it reduce the number of employees on those ships to such an extent that the services rendered by the company to the passengers would be interfered with?—A. No.

Mr. REID: In support of that he gave figures in connection with shipping from Great Britain to the far east.

Mr. BARRY: It is difficult to follow, but it will be on the record.

By the Chairman:

Q. This organization is known as the Canadian Amalgamated Union of Seamen. Its membership, I understand, is over five hundred. Is that membership exclusively white?—A. Yes.

Q. Are all those who are not white barred?—A. Yes.

By Mr. Reid:

Q. Would there be more seamen than that?—A. Oh, yes, quite a number more than that.

Q. They would not all belong to the association?—A. That is just the number we know. We knew of practically 1,007 actually before last Christmas.

By Mr. Barry:

Q. Do you know how many unemployed seamen there are in British Columbia?—A. The figure I gave to the Hon. Ian McKenzie when I saw him in Vancouver last year was 1,007.

Q. Has it increased or lessened?—A. I do not know for this year yet.

By Mr. Isnor:

Q. I would like to ask one or two questions. As I understand you, you stated you had not demanded that all whites be employed?—A. No.

Q. That is definite?—A. Absolutely.

Q. Secondly, do you bar our coloured Canadian citizens from entering your organization?—A. Well, I do not know. That is a question that has never been raised. It was really directed against the orientals.

Q. I want to clear that up. You know that in Nova Scotia, if you are familiar with that province—you are aware that we have in Nova Scotia a Nova Scotia Seamen's Union composed largely of coloured men?—A. Yes.

Q. Would you have any objections to them serving on the boats subsidized in Canada?—A. No. They are fine fellows.

Q. Then, your statement with regard to native sons includes the coloured men as well?—A. Yes.

Q. You made mention about going on the Empress boats. In what capacity would you so frequently have occasion to go on the Empress boats?—A. Well, we have members aboard those boats.

Q. You would go as president of the association to look after them?—A. Occasionally, yes.

The CHAIRMAN: You are really secretary of the association, are you not?

WITNESS: No, president.

By Mr. Isnor:

Q. Now, with regard to Canadian sailors going to the United States and obtaining employment there, if I am correctly informed there are 66 $\frac{2}{3}$ or 75 per cent of the crew apart from the officers who must be American citizens?—A. Yes.

[Mr. Charles Patrick O'Donovan.]

Q. That would leave a balance of only 33½ per cent for foreign labour?—A. That is correct.

Q. Now, what type of—what part of the crew would come from Canada?—A. Well, the men I know who have gone have been oilers, firemen, and some of them have been stewards and some have been able bodied seamen.

Q. You spoke about the Canadian National steamships. Did you include the "Lady" boats?—A. No; just on the Pacific coast.

Q. Then, are you aware of the situation which we have in the east?—A. Yes.

Q. And sympathetic to it?—A. Absolutely.

By Mr. Neill:

Q. Some of the representations made on behalf of the shipping people contained the statement that it would cost one million dollars to change the quarters over to the white seamen. You have been on board the boats. The British Board of Trade regulations require a certain number of cubic feet for each seamen; are those rules and regulations not complied with at the present time in the matter of Chinese quarters?—A. They must be.

Q. Then the same quarters could accommodate the white men?—A. Absolutely.

Q. What about this million dollars? It has been said it would take not a million dollars to operate but a million dollars to change the quarters?—A. All I suggest is to fumigate the ships. Never mind about the labour quarters, the quarters are all right.

Q. You stated that the quartermasters are all orientals; is that correct?—A. Yes.

Q. The quartermaster is a very important man on board ship, is he not?—A. A very important man.

Q. Can you give us any information as to the wages that these Chinamen are paid per month?—A. They are paid on the average from \$9 to \$10. That would be in exchange—

Q. What would the British man get—£4 10s?—A. No. The British quartermaster is actually getting £9 10s.

Q. So that \$9 would refer to Chinese quartermasters?—A. Yes. It fluctuates—\$9.50 some months and sometimes \$10.

Q. One man gets as many pounds as the other gets dollars?—A. Yes.

Q. What about the deck-hands?—A. That comes down accordingly.

Q. Some mention was made about the Congress of Organizations. Is there any suggestion at all that that is in any way controlled or dominated by United States influences?—A. Why no. That Congress of Canadian Organizations is all native sons practically.

Q. Entirely a Vancouver organization?—A. They are all in eastern and western Canada; they are all business men, all men connected with different organizations. We have lawyers in it, and we are affiliated with it. We are fighting for the welfare of the native sons of Canada.

Q. You have no affiliations with Americans?—A. No, they could not.

The CHAIRMAN: I always understood the Native Sons was an eminently Canadian organization.

Mr. MARTIN: There is no question about it.

Mr. ISNOR: The object is definitely stated in their charter which says that they are loyal sons of the empire.

By Mr. Neill:

Q. It was stated in the house the other day, so it is common property, that 45 Japanese had been let out in connection with a strike, I think they said, and they could not get back again on account of the movement that has

been initiated in consequence of which you are here to-day. Were those men let out in consequence of that, or were they left over from the strike?—
A. No. They were left over from the strike.

Q. The assertion was made in the House that representations were made by the head of the Union Steamship Company—it was not an assertion but a statement—that they could not be taken on again because the Canadian government were objecting to them employing them. As a matter of fact, it was because of the strike that these were men who were not taken back?—
A. Yes.

Mr. MACINNIS: The point that was made in the House was, I think, that the management had taken the decision that they would not take them back because of the objection taken by the government.

By Mr. Neill:

Q. Which it appears is not correct.—A. As a matter of fact, Mr. Harold Brown wanted to take them back, and the Congress of Canadian Organizations were actually the first to put in a protest against their re-employment.

By Mr. Reid:

Q. It would appear that Harold Brown was using this resolution here as an excuse for taking back the seamen, but as a matter of fact there was not any truth in it at all.—A. That is exactly how it appears to me.

Q. That is an exact statement of it.—A. That is exactly how it appears to me. It was the Congress of Canadian Organizations that took the matter up first and that was two weeks ago.

The CHAIRMAN: Are there any further questions?

By Mr. MacInnis:

Q. I should like to ask a few questions, Mr. O'Donovan. How many members are there in your organization?—A. At the present time there are 400; that is, in good financial standing.

By the Chairman:

Q. What has been the maximum membership of your organization?—
A. Well, I will tell you, the whole membership consisted at one time of 800 members.

By Mr. MacInnis:

Q. In putting white men on the ships, you are asking that a preference should first be given to the native sons of Canada?—A. Absolutely.

Q. Are all the members of your union native sons of Canada?—A. Well, I may assure you that at the present time the biggest majority are native sons.

Q. The biggest majority are native sons?—A. Yes.

Q. In finding employment for the members of your union, that would be discrimination on the basis of nationality; that is, on the basis of Canadian citizenship?—A. Yes.

Q. For example, if both Mr. Reid and myself were members of the union and there was a position on a ship, I would have the preference because I was a native son?—A. If you had the qualifications.

Q. Surely; if our qualifications were equal, I would have the preference as against Mr. Reid, because I happened to be born in Canada and he happened to be born in the United Kingdom.—A. Yes.

[Mr. Charles Patrick O'Donovan.]

By Mr. Neill:

Q. Do you think it is a good policy to take that attitude? Do you not think you should confine yourself to British subjects?—A. Well, they are British subjects just the same. We do not really take that attitude, but the organization is really a national Canadian organization. It was founded by native sons, because many of them have been at sea for years, and they could see that their fellow countrymen were not getting an opportunity of training in their own country, and that people were coming here from overseas and obtaining employment aboard our ships over the heads of our native sons; and they were quite qualified. I am speaking from the point of view of the married man. I have seen this, year in and year out; and the point is now that if they have the qualifications they go. But we have, of course, what we call a roster, and they must go up according to their turn. They go by their turn. Whether they are native sons or British subjects, they have to go by their turn, and their qualifications, of course, count.

By Mr. MacInnis:

Q. Is not what you have said now in regard to seamen more or less true of nearly all other occupations? For instance, I have received resolutions from the Native Sons of Canada objecting to the number of people from the United Kingdom who were taken on the staff, say, of the city hall, or on the staff of the provincial civil service at Victoria, and you will find similar complaints in a great many other occupations. The point I wish to make is this, that if you are going to allow these people to come into Canada, and if you discriminate against them going into one service, you are merely increasing the competition in some other service. For instance, if you discriminate against Canadian orientals or people of oriental origin in the steamship service, then those people, being in Canada, must find employment somewhere and you are increasing the competition, say, in the fishing industry. If you discriminate against them in the fishing industry, you are increasing competition somewhere else. So that eventually you have put them in the position, possibly, that the competition comes on the farmer, as in the last analysis, when a person cannot find employment he has to go to the soil where he can get it. The competition would then come upon the farmer, and God knows his position is hard enough in these times. That is one of my objections to discriminating on racial grounds. I agree with your position as far as Canadian citizens are concerned, but I disagree where you discriminate on a matter of colour.—A. Eighty-five per cent of the fishing industry in British Columbia is in the hands of the Japanese. Some of these Japanese make a convenience of the word "Canada" or "Canadian," but will never be Canadians or British subjects either. I know that. They never take the same risk that your son or my son would take in the hour of a national emergency.

Q. They went overseas in the last war. They have a monument standing to their memory in Stanley Park?—A. They went overseas when their own country declared war. After their own country declared war, they did so.

Q. We did not go over until our country declared war?—A. I do not think they were doing it for Canada.

By Mr. Neill:

Q. They were Japanese first and Canadians afterwards?—A. Yes.

By Mr. McIvor:

Q. The argument of the witness is that Canadians are being discriminated against now in these boats. I would like to ask this question: have you a list of these thousand unemployed seamen?—A. No, we only have a list of 500 odd here; and I almost know at a glance those that were born in Canada, I know them so well.

Q. When a man is in arrears in the association, he is allowed to be taken back when he pays up his dues?—A. I beg your pardon.

Q. You take him back when he pays his past dues?—A. No, no. I will explain that to you. Any man, so long as he is in good financial standing, is excluded from paying dues when he is thrown out of work. Any man, after he is out of employment so long as he is in good standing at the time when he is thrown out of employment, is free of that. Once upon a time we had a stricter rule than that, but owing to hard times it was done away with.

Mr. McIVOR: I think that is very commendable.

Mr. REID: I should like to say a word here to clear up any misunderstanding. The basis of this resolution, as far as we are concerned is this: We are not asking that men be dismissed. We are objecting to the hiring of orientals in China and placing them on these ships. That resolution of mine says "a greater number of white Canadians" which still allows the shipping companies to hire orientals, coloured, or what have you. I repeat that, because many members of the committee got the idea that my resolution was based on 100 per cent white, and that nobody, if he were coloured or oriental born in this country or China, would get a job. The resolution is based on a greater proportion of whites. Suppose the proportion was set, for the sake of argument, at 50 per cent white Canadians; it would still leave 50 per cent coloured or Chinese born in this country.

The CHAIRMAN: Have you come to any definite decision as to what the percentage should be?

Mr. REID: No—a greater proportion. It is up to the committee to decide that point.

By Mr. Neill:

Q. To clear up a remark made by the gentleman from Halifax, on the Pacific coast have you ever found any ill-will or discrimination against coloured men; that is in regard to race?—A. No. As a matter of fact, I would object to that personally, and I am sure some of our members would too.

Q. To any discrimination?—A. We would object to that, because we are not fighting those men at all.

Q. You recognize them as Canadian citizens?—A. Absolutely.

Q. In the fullest sense of the word?—A. Yes.

By Mr. MacInnis:

Q. Do you know if any numbers could be furnished as to the orientals now on the Canadian Pacific boats who are British subjects?—A. I understand that 12 who were employed by the Union Steamships were naturalized Canadians.

Q. No. The point I was trying to make was this: I think the Canadian Pacific Steamship Company takes the position that the orientals employed on board their ships are British subjects because they were born in Hong Kong. Is there any way that that could be verified?—A. Well, of course Hong Kong is a British possession and a lot of them are born there. But there is quite a number of them that come from Canton.

By Mr. Martin:

Q. That does not make them British subjects?—A. No. They call themselves British subjects. I will give you an idea. I was speaking one time to one of the clerks aboard one of the Empress boats, and I asked him what part of China he came from. "Well," he said, "I came from Hong Kong." "Well," I said, "You are a British subject." "Well, my friend," he said, "I am a British subject because I want a job." You can take what you like from that; but that is the attitude these men take.

[Mr. Charles Patrick O'Donovan.]

By the Chairman:

Q. Was he actually a British subject?—A. Well—

Mr. NEILL: He said he was.

WITNESS: He said he was, because it was a case of convenience for him. It is a case of convenience for all of them.

Mr. REID: It might interest the committee to know that when ships are going through pirate-infested waters, all of the Chinamen on board the ships are kept down behind bars, in case the pirates take exception to the Chinese on board these ships. If they were British subjects and accepted British subjects, the steamship company would not be afraid of their men on board the ship. It is a significant fact that they are still Chinese.

Mr. HOWDEN: I do not quite get the idea; do they restrain these people in case they might mutiny?

Mr. REID: In case they mutiny or something on the ship, they are isolated behind prison bars while going through pirate-infested waters.

The CHAIRMAN: The witness says he can explain that.

WITNESS: When the Empress boats are going through pirate waters, they have to be very careful. The ships are so constructed that the alleyway of the ship—you know what the alleyway of a ship is, the stokehole and all that sort of thing—is along that way, and there are long bars, big gates like they used to have in the old prison ships years and years ago. As soon as they are in pirate waters all these bars are put along and they are clamped and there are armed men on each side. Everyone carries a revolver, with the exception of the linen keeper. I understand he is not armed. But all the rest are armed. There are your British subjects, and they cannot get out of that trap. They do not trust these Chinamen at all. They are kept down there below decks, bolted and barred in and they cannot get out. There is an armed guard on either side. Moreover, when they are in Vancouver, if they are British subjects, why do they not allow them ashore? They cannot go ashore off these ships. They are not allowed to go down the gangway unless it is under guard to do something in connection with the ship.

By Mr. Neill:

Q. They have to pay a penalty if one of them escapes?—A. Yes, there is a fine on the ship if one of them escapes. If they are British subjects, it is pretty hard on British subjects that they put them under armed guard like that.

Q. Then some one mentioned that Chinamen were preferable because they stayed with the job or with the ship. How about in case of a wreck or fire on board, what would they do then?—A. Well, according to the remarks I have heard and from the experience I have had, it would be a very sad day for any ship if there is a wreck. I might say this, that the Chinamen—

By Mr. Martin:

Q. Has it ever happened? Have you ever seen it?—A. What?

Q. I mean, fire on a ship?—A. I could tell you that I stood by the *Egypt* when the *Egypt* went down in 1910 or 1911, with the Lascars alone. I have been in Bombay. I have seen the way they acted in Aden.

Q. Who, the Chinese?—A. Yes, the Chinese.

By Mr. MacInnis:

Q. Coming back to the number of white and the number of orientals, how many of these did you mention in the figures you gave?—A. For the four Empress boats?

Q. Was the total 2,048?—A. That is for the four Empress boats, the *Japan*, *Canada*, *Asia* and *Russia*.

Q. On these ships at the present time I think, according to the figures you gave, there are 265 white seamen?—A. And 1,783 oriental.

Q. 1,783 orientals?—A. Yes.

Q. Then you gave I think the percentage of whites for these four ships, that would total to 1,187, I think?—A. Yes.

Q. And do you think that a satisfactory proportion of whites to orientals would be 1,187 whites and about 860 orientals?—A. Well, these are just approximate figures you see, it would be less for whites—it would be 881, you would carry less. The question is now that this matter would have to be worked out. We are quite willing to compromise, or we should be quite willing to compromise—because that is the finest way out of all arguments—with the company, and offer to co-operate with them in every way possible, so long as they put a decent percentage aboard the ships, so long as they take some of these men off the boats. That is all we need. That is all we are asking for. We are confident that they could carry more white men than they do. They could not carry all white. We had to mention some number. That is a matter that can be worked out later.

By the Chairman:

Q. Would you like to clarify your statement by indicating exactly the percentage you think should apply?—A. I have stated it.

Mr. ISNOR: It is exactly 58 per cent.

By the Chairman:

Q. Do you wish to adhere to the percentage which you think should supply?—A. Absolutely.

Q. But if the matter were actually under discussion between your organization and the company you would be willing to discuss the whole subject fully and with an open mind, and you think you could come to a satisfactory conclusion with the company. Is that your view?—A. Absolutely, yes.

By Mr. Isnor:

Q. That is apart from the master and the officers?—A. Yes, we are not dealing with that at all.

By Mr. MacInnis:

Q. You referred to the British Act passed some time ago, I think it is called the Runciman Act. When was that passed?—A. Yes. Last year.

Q. Have you a copy of it?—A. It was mentioned in the letter which was read.

The CHAIRMAN: It was mentioned in the submission of the Congress of Canadian Organizations, read by the clerk at the beginning of the meeting.

By Mr. Gladstone:

Q. Do I understand, Mr. Chairman, that a white employee receives four or five times as much wages as an oriental in the same department of work?—A. Well, the wages for a quartermaster aboard a ship of that size, an Empress boat, would be about \$65 or \$70 a month.

Q. With board?—A. With board, yes; and for an oiler it might be \$75 a month; and for an engine-room storekeeper, and jobs about like that, it would be \$75 or \$70 perhaps.

By Mr. Howden:

Q. You mean, that is for the whites?—A. For the whites. The amount of these wages fluctuates, it goes up and down, right from the chef down to the lowest man in the galley of the ship.

[Mr. Charles Patrick O'Donovan.]

By Mr. Gladstone:

Q. Can you tell us what wage the orientals would get for the same type of job?—A. They only get actually about \$5 a month.

Q. What would it be for quartermasters?—A. A quartermaster gets \$8 a month. Oilers get \$9 a month. It goes up and down like that.

Q. Do I understand that on account of the employment of oriental labour many more men are needed than when white labour is used?—A. They are employing twice the number. As a matter of fact we could man that ship with just half that number, and less than that. You must remember that it takes three Chinamen practically to do the work of one white man on these boats.

Q. Do the whites and the orientals in the same department of work eat together, and are they supplied the same rations?—A. Oh, no. They are kept apart. The white men eat on their own, and so do the orientals.

By Mr. Barry:

Q. They are cheaper to feed aren't they?—A. Oh, yes, as a matter of fact it is nearly all rice that they eat.

By the Chairman:

Q. The proportion in respect to cost would not be between \$9 and say £5 or \$45; that is, nine and forty-five, or five to one; for one white man can do the work of three Chinamen?—A. No.

Q. It would be the ratio between the exact amounts of money involved in each case?—A. Well, as I just said, Mr. Chairman, the amount fluctuates and it would be hard—

Q. Give us an approximate idea?—A. Wages—you see, the coast comes in. We will take coast wages.

Q. Yes?—A. Quartermasters get from \$65 to \$70, and some ships pay actually \$70 on the coast—\$70 a month. For instance, a chef on the Canadian National I believe gets \$150 a month—on the Prince Rupert and those boats. A second cook would get \$125 possibly, and it would go down to \$80 and so on, according to their rating. Now, an oiler on one of these Empress boats would get about \$65 to \$70 a month, but it might be \$60. We are quite willing to compromise on that point and will be satisfied for him to get say \$55, or possibly \$60 a month. And then a wiper would get less again, because a wiper is like an apprentice—learning the business.

By Mr. Isnor:

Q. What do you mean by compromise. I thought you had a regular scale?—A. I mean in cases like this where we are trying to get white men aboard the boat, and where the company does not like to employ white men because of the matter of cost. We are anxious to get our men off relief and we are willing to compromise with the company for a decent wage, and we claim that it would not cost the company very much in the long run.

MR. BLACKMORE: I am just wondering now. I have a suspicion that the financial aspect of it is playing a tremendous part. If it costs a great deal more to get white men than it does to get orientals, and if you run into a condition such that one white man can do as much as two orientals, and if you are paying a white man \$45 and an oriental \$9, then it looks as though it is going to cost a good deal more to keep white labour there than it would to keep orientals. It seems to me that we would pretty well have to face that fact. If that is true then another important matter enters in. Let me say to the witness that I am very sympathetic with the idea, but there is this matter that has to be considered: Suppose the steamship company should get a crew largely of white men, and that they agree to take a lower wage to start; then after they all

get there and get in good shape they strike for higher wages. I wonder if that is not the kind of thing the company are referring to when they say that these men would not suit. That would be a very likely thing, because as an independent British people we demand better conditions if we are to get established. I wonder, Mr. Chairman, if in that we have not pretty well put our finger on the cause of this trouble.

WITNESS: Mr. Chairman and gentlemen: A British seaman would not strike. A man who is actually trained as a seaman knows how to take orders without question. Of course, he will kick. We seamen are always kicking, that is the seamen's privilege. I want to tell you something, a trained seaman will die for his ship before he goes on strike. We have been fighting for years to get these men a chance to work, to get them back to work. We believe they should work on ships subsidized by their own government and flying their own flag, a flag which they would be called upon to protect with their very lives in any case of actual emergency. We know very well they would stand by these ships, and we are confident of that. Remember this, that we have a big percentage of naval men in this organization. And these men are well trained. As a matter of fact they are all seamen. We have a rule in our organization which says that you cannot join it unless you can prove that you have had previous sea experience; but we have a clause which says that the organization is quite prepared to take a boy in as long as he is 18 years of age, to train him as an ordinary seaman, and so on, until he is a trained seaman. We have been kicking about laws in this country which allows a man to board a ship as an able-bodied seaman, who has no experience.

By Mr. Martin:

Q. That does not cover the point raised by Mr. Blackmore. The point he raised was that the reason given for the percentage of orientals was based on costs. That is the point he made, and it seems to be an essential one.—A. The cost?

Q. To employ white men in the circumstances that you contemplate means paying twice the wages, and these companies cannot afford it. That is the point he raised.

The CHAIRMAN: That is vital to the question.

Mr. BARRY: Mr. Reid is asking for a percentage only.

The CHAIRMAN: That aspect of the question has been before the committee time and again.

Mr. REID: In rebuttal of the statement of Mr. Blackmore, I think evidence was given this morning to show that ships comparable to the Empress boats travel from Great Britain and pay higher wages than are paid in this country with one-third of the crew. These ships are of the same size as ships going to the far east from Canada, and the argument was advanced by the witness, but perhaps not picked up as clearly as it might, that an investigation should be made as to why British ships can operate the same size of ship on the passenger service with one-third of the crew, the majority of whom are British subjects.

Mr. BLACKMORE: What I am interested in is, what is the motive of the companies?

Mr. HOWDEN: Costs.

Mr. BLACKMORE: If it is not costs I should like to know what it is. If it is costs, I should like to know whether it should be overlooked.

Mr. REID: It is not always costs. The argument advanced by Mr. Blackmore is a very persistent one. Most employers would rather have orientals, because they can hire them and kick them out much easier; whereas an ordinary

[Mr. Charles Patrick O'Donovan.]

British subject, a Canadian, would fight, and the employers do not like that. We might as well face it. They can take on a crew of orientals and fire them at Hong Kong, and pick up another crew, and hear no more about it.

Mr. BLACKMORE: That is what we want to know.

The CHAIRMAN: The companies concerned will be submitting a brief later and all these angles will, no doubt, be dealt with by the committee.

By Mr. Gladstone:

Q. It has been stated that one of the reasons for the employment of orientals is trade sentiment; that we might lose trade if we did not employ oriental labour. What would you say to that, witness?—A. That is an old question too. We have discussed that, as well. We have been up against that in Vancouver with the companies. I do not think so. The Chinaman, you know, is a good fellow. We are not fighting this with malice in our hearts; remember that, because I firmly believe that a man who bears malice is in the first stages of insanity anyway. We are not fighting this question that way. These Chinamen are pretty straightforward fellows, I want to tell you. We have spoken to them on this question, and they actually agree with us. In 1924 and 1925 when the Chinamen went on strike, the C.P.R. turned up their books and looked up all their white seamen and wanted them to go on those ships in place of the Chinamen. Some of them actually did it. They were promised, I understand, that they would be given employment on the ships; but after making some trips the Chinamen were put back on. I am quite confident that is just an excuse. Moreover, we are only asking for a percentage. The Chinaman is such a fair-minded man he does not object. The Chinaman is different from the Japanese, mind you.

Mr. REID: If I might be permitted to answer that question regarding trade, I should like to say this: I think I have pointed out in the matter of trade that Australia, which employs a hundred per cent Australians on the ships as seamen, improved its trade in the past four years with China. That is one instance.

Mr. BARRY: And the United States employs 66-2/3 per cent of its citizens on their boats.

By Mr. Gladstone:

Q. How are the crews signed on? What is the customary procedure? Are they hired on by the month, by the trip or by the year?—A. By the trip. They sign on each time they get back to Hong Kong.

Q. There was a statement made from which an inference was drawn that white men preferred certain positions, or that he was likely to desert to take another position?—A. Yes, if he had the opportunity of a position?

Q. No, he would desert at Hong Kong.—A. I think that statement was made with respect to the coastwise ships on the Pacific coast.

Q. I do not think it applied wholly to that?—A. Well, I will tell you. I never heard of any desertions on the Pacific coast for years. I have not known of a man to miss his ship on the Pacific coast for years. Anybody who makes these statements is making a false statement. Seamen, you know, are long-suffering people. They do not go out on the street and throw stones and that sort of thing. You have to be a seaman to understand them. They keep on their own way, keep to themselves. We have never gone to anybody to fight our case. We have fought it in our own way with our own methods, and we have now come to the government of the people, the highest court in the land, and placed our case before you gentlemen to consider it to see the value of the thing, to consider it fully. White men do not desert. I have never deserted a

ship in all the time I have been at sea; and I know my friends have never deserted their ship. I cannot see why we should blame all because one or two desert. You never condemn your own race because one or two go wrong; do you?

By Mr. Howden:

Q. I do not think there should be any ambiguity in that statement. The statement made by the former witness was that white men would be more inclined to change their position if they could do something better for themselves.

The CHAIRMAN: Yes.

By Mr. Howden:

Q. Whereas the Chinaman would stick; he would not think about his position at all. That actually was the statement made?—A. There was a question raised a short while ago about the food item. It costs the Canadian National about 16 to 17 cents a day to feed one man, and sometimes on the C.P.R. it is less than that, the way they buy the food, you see.

By Mr. Blackmore:

Q. How much does it cost to feed orientals?—A. The orientals? Of course, you must remember you will feed three orientals to one white man. They eat plenty of fish; they eat plenty of rice, and they have to have the best rice. I do not know what its cost is. We have been trying to get that for a long long time, but naturally the company watches us very closely. We cannot get that.

By Mr. Martin:

Q. With regard to the suggestion just made that white men are inclined to leave whether by desertion or some other way, what about the orientals? How many of them stay on for a period of time? Have you any figures to show the number that stay on per trip or per month, or per year?—A. According to my information there are changes every five or six months on those boats. I have knowledge of that myself. I mean, when you see one Chinaman, you see the whole lot. It is pretty hard, you know, to distinguish one from another. I tell you it is very hard on those boats to find out—

Q. Have you any figures at all?—A. No, I have no actual figures, but it is my information that they change like that.

By Mr. MacInnis:

Q. What are the governing regulations in this country with regard to wages and working conditions of sailors?—A. Well, I will tell you that it is up to the company, Mr. MacInnis. That is a matter which we have been fighting also for years, regulations in regard to hours of labour on the ships. Seamen's wages should be standardized by parliament, by the law of the land, because our contention is that other rates and provisions are protected. Their wages are protected by law, but the seamen's wages are not protected. One company can pay what it likes, and another company can pay what it likes; consequently they are both fighting one another on the freight rates and the result is the seaman and the fireman, and even the captain himself are all suffering because of small wages, also the cooks. Their wages are not standardized.

By Mr. Neill:

Q. Does the British board of trade fix the wage of seamen?—A. Under terms of the Maritime—

[Mr. Charles Patrick O'Donovan.]

Q. With the board of trade?—A. Yes; the employers meet with a representative of the men, and they say, "Now, the freight rates are so much, and we have got to keep them so much, because we have to pay a wage equivalent to the cost of living," and the result is a stated wage for the coast, and a stated wage for the deep sea men, and for tugs, and that is the wage that they get. In that way everybody understands what they are getting. In Canada, unfortunately, one company is paying a certain amount and another company is paying something else. It is a matter that we have been fighting for a long time, to get the seamen's wages standardized by law.

By Mr. MacInnis:

Q. In Great Britain you say the wages are set in conference between the owners and the seamen's organizations?—A. Yes.

By Mr. Neill:

Q. And the board of trade?—A. And the board of trade.

Q. The Shipping Act in Great Britain is fairly explicit on those points of accommodation?—A. It is very strict.

Q. Is there anything else in the Canadian Shipping Act—the Act we are working under now—worth while covering these points?—A. Nothing at all. As a matter of fact, the Canadian Shipping Act as introduced in parliament over a year ago, I believe it was, is nothing but a copy of the old British Shipping Act of 1894.

The CHAIRMAN: Without amendments since?

WITNESS: Absolutely, sir. We compared some. We have our old shipping acts.

The CHAIRMAN: We will have to get another shipping act at that rate.

By Mr. Howden:

Q. Have you got an organization that is recognized by the shipping people?—A. I will tell you. They recognize us. They never turn any representative belonging to our organization away. As a matter of fact, they are very nice.

Q. You have not any schedule of conditions or wages with them, have you?—A. No. We have been fighting for years for that.

By Mr. Blackmore:

Q. May I ask what schedule you have been fighting for? Suppose you have a man getting \$45 a month now, how far would you be willing to compromise in order to get that man on? What is the standard you are fighting for?—A. According to the cost of living. We know what the rates are. We know what a seaman is worth, and we know what he should actually get.

Q. What is that?—A. The quartermaster, as I said, coastwise, seventy-five cents; able bodied seamen are less. The ratings—

By Mr. Isnor:

Q. Is it not \$65.75 for a quartermaster?—A. \$65.75 for a quartermaster. For an able-bodied seaman who would be next on the rating—

By Mr. Blackmore:

Q. I would like to get this very definitely in my mind so that I can draw a conclusion. Suppose we start with \$45. You gave us the impression that an ordinary oriental would work for \$9 whereas a white man would want \$45. Then you stated that you would be willing to compromise. I wonder how far down that man getting \$45 would be justified in going, according to your

standards; would he take \$33?—A. No. I think you misunderstood me. I said that a quartermaster would get actually on an Empress boat \$70 a month. A man in the galley, a first tripper, or a dishwasher, the wages they pay those men—they are inexperienced and they have to work their way up. Take an ordinary seaman, for instance, he would get \$15 and \$20 a month, and as he got up to an able-bodied seaman he should get \$65 a month, and, actually, that is not enough. But we are willing, where a shipping company will employ white men, to compromise with them. That is what I mean. We will say, "all right". We are having a struggle. We have done that before. We have gone to these shipping companies, and we have known for a positive fact that they have been in the hands of the bank.

By Mr. Barry:

Q. Do they employ orientals as able-bodied seamen?—A. Yes.

By Mr. Blackmore:

Q. I was wondering how far you would be willing to go, say, on a \$45 job. Suppose you have a position for which a white man gets \$45 and an oriental gets \$5 a month or, say, \$9 a month?—A. Yes, according to his rating.

Q. How far down would your organization be willing to let that man who is working for \$45 go? Would you let him go down to \$35 in order to get him on?—A. No.

Mr. MACINNIS: We are getting \$45 under present conditions. Before Mr. O'Donovan answers that question, I would like to say that possibly he may not be in a position to speak on a matter of that kind for his organization; that would have to be settled on the reports they would take back when negotiating with the company.

The CHAIRMAN: Would that not be a matter of conference?

WITNESS: Yes. That is a matter between the employer and the organization. We would compromise with them; we would go into conference with them and tell them what we think would be a fair thing.

By Mr. Blackmore:

Q. The only point I am concerned about is this: if I were a member of the committee, and I am, and were required to make a recommendation I would wonder whether we would recommend that a company should be required to put on British men. Would we say: Here, these men have said they will meet this financial consideration; the men will adjust themselves so you will not lose money. I am anxious to find out if that is so.

Mr. BARRY: You name an amount when you fix the maximum.

Mr. HARTIGAN: Even if you name the minimum, you are giving the company the advantage. In going into conference you are studying the matter, and they must employ at that date. That is too personal a question for the president of any organization to be asked—how far he is willing to go; that is a subject for conference between the organization and the employer.

Mr. ISNOR: I think we all appreciate that fact, Mr. Chairman. I wonder if Mr. O'Donovan would give us a few facts.

By Mr. Isnor:

Q. Would you tell us exactly what the schedule for an oiler is on your scale?—A. \$70.

[Mr. Charles Patrick O'Donovan.]

Q. Seventy dollars?—A. Yes.

Q. And a waiter?—A. Well, waiters—

Q. There is only one.—A. I know. You mean on the Pacific coast?

Q. Yes.—A. They are getting \$60.

Q. Sixty dollars?—A. Yes.

Q. And an oiler?—A. An oiler, \$70.

Q. An able seaman?—A. An able seaman, about \$65.

Q. That is your schedule?—A. That is ours. But they are not all paying that.

Q. No. I am asking about yours.—A. That is ours.

By Mr. Howden:

Q. Is that the schedule or ordinary scale? Is that the understood schedule of anybody, or just what the shipping interests are offering?—A. No. The shipping interests would offer him \$40 a month if they could get away with it.

Mr. ISNOR: I wanted to know what their schedule was.

By Mr. Howden:

Q. Is this schedule set by law or what?—A. No, it is not set by law. We are asking to have it set by law. We are asking for a seamen's fair wage board.

Q. The reason the companies are paying this price is because they have to pay it; is that the idea?—A. Absolutely. Some of them are shamed into doing it.

Q. There is a sort of loose understanding between these companies and the seamen that a seaman doing a certain service will receive a certain wage without there being a hard and fast agreement?—A. Yes.

Q. I see.—A. That is it.

The CHAIRMAN: Our time is just about up. Are there any more questions?

Mr. McIVOR: I should like to move a vote of thanks to the witness. He has shown himself to be an able representative of the organization that he represents, when he could take in in quick order the questions that have been put to him from the members here and answer them, and he has shown himself honest in his way of doing it.

Mr. BLACKMORE: I would second that motion.

The CHAIRMAN: It is moved and seconded that a vote of thanks be tendered to Mr. O'Donovan for his submission to the committee this morning, and for the interest that he has taken in answering the questions put to him by the various members who are present. All in favour of the motion?

(Carried.)

Mr. O'Donovan, I have much pleasure in presenting to you the vote of thanks of the committee for your able presentation on the reference before it.

Mr. NEILL: I should like to make a motion, if I may. We have all heard what has been said to-day, and the witness has indicated that he had trouble getting certain information which I think is pertinent to the discussion. I move this, if it is acceptable to the committee, that the clerk be instructed to write to the shipping companies on the Pacific coast and ask them for a statement showing: (1) Wages paid by them to white crews, detailing the various grades; (2) The same applied to Orientals; (3) The cost of feeding white crews; (4) The costs of feeding Oriental crews. Then we will know.

The CHAIRMAN: Does any person second this?

Mr. BARRY: I will second it.

The CHAIRMAN: What is your pleasure?

(Carried.)

WITNESS: Mr. Chairman and gentlemen, I wish to thank you on behalf of my colleague and members of my association for the privilege of appearing here to-day; because, as I said previously, for nearly five long years we have been fighting this thing, and for five long years we have made a study of it. We are only fighting for Canadian seamanship and efficiency aboard ships. We have gone to shipping companies when they have been in dire difficulties, when their front windows have been beautifully dressed and they have been actually bankrupt at the back and we knew it. We did not go to these companies and say, "If you do not pay what we want you to pay, we are going to tie your ships up." A trained seaman never acts that way. We went to them and said, "We know you are in difficulties and we will now co-operate with you and help you over the hill, but do not forget who helped you." We have done that on more than one occasion, because the merchant service—if you can only visualize what it means,—is too important a service to be contaminated so easily by strikes. That is the last weapon on God's earth that a seamen's organization will employ; and I want to tell you that there has not been a strike in the merchant service in Great Britain for years and years. I think the last one was in 1909, the last strike. Every time that we approached this question of the employment of white men aboard ships subsidized by our government from the treasury of the Canadian people, the issue has always been side-stepped. The companies employ an army of lawyers sometimes, and we cannot do that. We have to come in our small way and go to the people. Therefore we have appeared before ratepayers' meetings and city councils; and during all 1933 and 1934 protests from all these organizations and veterans' organizations were sent to the late government on our behalf. So these people must realize the justice of what we are doing.

There was another question raised by Mr. Clendenning, I believe, suggesting that the Chinamen would boycott these ships. Why, that is ridiculous, that they would boycott these ships. Why, if we wanted to boycott the C.P.R., we could do it, and I want to tell you the Native Sons one time did do it. I can assure you of this, if we wanted to act that way, it is the easiest thing that we could possibly think of and do, but that is not good tactics. We do not believe in stuff as cheap as that. That is cheap. We could stop excursion after excursion going on the Union Steamship Company boats, and we could have done that for years past if we had wanted to. We could stop people going on the Empress boats if we wanted to. We could appeal to them. Actually from 90,000 to 100,000 people have endorsed our recommendations to the late government during the period of the last five years practically, or the last four years. So therefore we have the sympathy of the public. It is only a very reasonable thing that we ask, when we ask that the native sons of Canada should have the right to be trained as seamen if they want to be. During the last three and a half years I have received letters, which I could show you in my office, from boys averaging in age from 18 to 20 who have appealed and asked my advice as to how they could get to sea. The last letter I received was in the last week in February. A young man wrote from Princeton and he stated that he had gone through high school. He was 19. He had gone through high school. He gave all the particulars about himself, who his father and mother were. He appreciated the fact that the organization was fighting so hard to give these native sons an opportunity of learning seamanship if there was a chance. But there is no chance for them. What has happened to these boys? The first thing they are

thinking of is migrating to the United States of America. How they get by over there, I do not know; but they go there. Surely this Empire and this country cannot afford to allow its own sons to exile themselves like that and never raise a finger to prevent it. If a man wants to go to sea, if he wants to be a seaman, he is going to be one. I know how I felt when I was a young man. If I wanted to go to sea there was nothing whatever that could stop me. I meant to go and I went, and I have stuck with it ever since practically. It is the same with all of us. If you have got it in your blood, you will go to sea; and once you get the training you will be in one big family. That family is sometimes hard to stand, but they are not an unlawful lot.

Mr. BARRY: Every family is hard to stand sometimes.

WITNESS: Yes.

The CHAIRMAN: Thank you, Mr. O'Donovan.

The motion to adjourn is in order.

The committee adjourned at 1 o'clock to meet again at the call of the chair.

Mr. Isaac
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Canada Industrial and International
Relations, Steamship Subsidies, 1936

SESSION 1936

HOUSE OF COMMONS

STANDING COMMITTEE

ON

INDUSTRIAL AND INTERNATIONAL RELATIONS

MINUTES OF PROCEEDINGS AND EVIDENCE

(The Employment of Greater Numbers of Canadian Citizens on
Canadian Subsidized Ships)

No. 4—APRIL 3, 1936



WITNESS:

Mr. F. E. Bawden, Director of Steamship Subsidies, (Department of Trade
and Commerce).

OTTAWA

J. O. PATENAUDE, I.S.O.

PRINTER TO THE KING'S MOST EXCELLENT MAJESTY

1936

MINUTES OF PROCEEDINGS

FRIDAY, April 3, 1936.

The Standing Committee on Industrial and International Relations met this day at 11 a.m.

The Chairman, Mr. C. R. McIntosh, presided.

Members present: Messrs, Betts, Blackmore, Church, Deslauriers, Gladstone, Grant, Hartigan, Hill, Howden, MacInnis, MacKenzie (*Neepawa*), Isnor, MacNicol, McIntosh, McKay, McLean (*Simcoe East*), Neill, St-Père.—18.

Minutes of previous meeting held on March 27, 1936, read by the Clerk. Adopted and signed by the Chairman.

The Clerk read communications from, the Vancouver Board of Trade, the Vancouver Chamber of Shipping, and the Vancouver Merchants' Exchange.

Mr. Church requested permission to address the Committee on a subject that he thought the Committee should consider. After hearing Mr. Church, the Chairman, Mr. C. R. McIntosh, decided that the subject of Mr. Church's remarks did not come within the scope of the Committee's Order of Reference, and was a matter for the House.

Mr. F. E. Bawden, Director of Steamship Subsidies, Department of Trade and Commerce, was called, sworn, and examined. (Witness retired).

On motion of Mr. Isnor—

Resolved,—That the Canadian National Steamship Company be asked to furnish the same information regarding cost of feeding crews and wages on ships owned, operated, or chartered, by it.

The Committee then adjourned to meet again at the call of the Chair.

WALTER HILL,
Clerk of the Committee.

MINUTES OF EVIDENCE

HOUSE OF COMMONS, ROOM 429,

OTTAWA, April 3, 1936.

The Standing Committee on Industrial and International Relations met this day at 11 a.m., the Chairman, Mr. McIntosh, presiding.

The CHAIRMAN: We have a quorum now, gentlemen, and we can start our meeting. I understand you have to leave very shortly, Mr. Church, and that you have a matter which you wish to bring to the attention of the committee.

Mr. ISNOR: Before you leave this, I should like to refer to a matter brought up by Mr. Martin last week. It appears to me that this committee has considerable work before it at the present time, and I do not think we should go looking for extra work. I think we should be trying to clear up what is at the present time before us.

The CHAIRMAN: Yes.

Mr. ISNOR: I think if we adopt that policy and work along those lines, we will get somewhere. Otherwise we may be side-tracked.

The CHAIRMAN: I think that is sound. We have a certain duty to perform which was given us by the House. We must complete that job. If they give us any more work, we are ready for it.

We will now have the minutes of our previous meeting read by the clerk.

The clerk read the minutes of the last meeting.

The CHAIRMAN: You have heard the reading of the minutes, gentlemen. What is your pleasure?

Mr. MACINNIS: I move that they be adopted as read.

Mr. ISNOR: There is just one question in connection with that, in respect to the shipping companies. Could the clerk give us the details of the number of companies?

The CLERK: Yes.

The CHAIRMAN: Could we not have this motion dealt with first?

Mr. ISNOR: Of course, that is embodied in this motion. Still, it is all right if you want to dispose of the other first.

The CLERK: There were four shipping companies written to: The Union Steamship Company, the Silver-Java Line, the Canadian Pacific, and in conjunction with the Canadian Pacific, the Canadian Australasian Line.

Mr. ISNOR: They are all operating in the west.

The CHAIRMAN: You have not had word back yet have you?

The CLERK: Only from the C.P.R., that there are no orientals on the Canadian Australasian Line. The C.P.R. representative came to my office and told me that when they made their submission they would be pleased to furnish all that information.

Mr. ISNOR: The reason I raised the question is that the Canadian National steamships were not asked.

The CHAIRMAN: Do you want them included.

Mr. ISNOR: I think they should be.

The CHAIRMAN: Is it the wish of the committee that the Canadian National Steamships be included in that list from which we want information.

Mr. MACINNIS: I will second Mr. Isnor's motion.

The CHAIRMAN: Is it unanimous?

Motion agreed to.

The CHAIRMAN: All that information will come later. The clerk has just had one answer so far. We should have that information complete when we meet after Easter. Is that all right, Mr. Isnor?

Mr. ISNOR: That is fine, except that you might drop the word "white" when you are asking for the information.

The CHAIRMAN: Yes. I think that is understood from a decision made at one of our previous meetings.

The CLERK: Yes.

The CHAIRMAN: There is a motion before the committee. It is moved by Mr. MacInnis, but as yet there is no seconder, that the minutes of our last regular meeting be adopted.

Mr. GLADSTONE: I will second the motion.

The CHAIRMAN: Is there any discussion? All in favour?

Motion agreed to.

Mr. MACINNIS: Mr. Chairman, before we go on with the next order of business, I have a matter to bring to your attention. There was a wire read at the last meeting from the secretary of the Vancouver Merchants' Exchange. It is on the first page of the minutes of evidence, just following the minutes of proceedings of last day, and reads as follows:—

Reference employment Canadians on subsidized ships. Understand intention committee call witnesses representing labour. If so presume witnesses representing shipping operators will also be called. Kindly advise stating probable time hearing.

I should have raised this point at the last meeting, that the Merchants' Exchange had already been notified of the setting up of this committee and had a representative at the first meeting. I think, if the Chairman would approve, that the wires sent should be made part of the record, so that there will be no misunderstanding in the matter.

The CHAIRMAN: Is that not on the first page, Mr. MacInnis? It says:—

That submission of F. H. Clendenning representing Vancouver Merchants' Exchange having been heard, the committee is disinclined to summon further witnesses on behalf of this organization, but is prepared to hear any further evidence submitted by them at their own expense.

Mr. MACINNIS: What I had in mind was that the wires previously sent should appear on the record so as to indicate that they had been communicated with.

The CLERK: They are all in the record.

Mr. MACINNIS: If they are in the record, I have nothing further to say.

The CLERK: Yes, and I have the replies.

The CHAIRMAN: That clears the air in regard to the minutes. We have two or three communications, and I shall ask the clerk to read them, and put them on the record.

The CLERK: The first letter is from the Vancouver Board of Trade, and is as follows:—

March 30th, 1936.

C. R. McINTOSH, Esq.,
Chairman, Standing Committee on
Industrial & International Relations,
Ottawa, Canada.

DEAR MR. McINTOSH,—I am instructed by the Council of this Board to extend to you their sincere appreciation for the assistance which you gave to Mr. F. H. Clendenning, our representative who recently visited Ottawa and addressed the Special Committee of the House appointed to deal with the resolution of Mr. Thos. Reid, M.P., regarding the employment of orientals on Canadian vessels and the substitution thereof of white Canadians.

Mr. Clendenning speaks very highly of the assistance which was given him and for the many courtesies extended.

Yours very truly,

W. E. PAYNE,
Executive Secretary,
Vancouver Board of Trade.

The second letter to the chairman is from the Vancouver Chamber of Shipping, and reads as follows:—

March 27, 1936.

C. R. McINTOSH, Esq.,
Chairman, Industrial and
International Relations Committee,
Ottawa.
Dear Sir:—

Mr. F. H. Clendenning, having reported on his activities while recently in Ottawa in connection with matters referred to him by the Chamber of Shipping, at a General Meeting held to-day, I am directed to convey to you the thanks of this organization for the great courtesy extended by you to Mr. Clendenning as our representative and for the assistance which you rendered to him in forwarding the object of his visit.

Yours truly,

J. HAMILTON,
Secretary,
Vancouver Chamber of Shipping.

The third communication is addressed to myself, as clerk of the committee, and reads as follows:—

March 28, 1936.

Walter HILL, Esq.,
Secretary, Committee Industrial &
International Relations,
House of Commons,
Ottawa.
Dear Sir:

I note from newspaper reports that our telegraphic enquiry of March 24th was placed before your committee on 27th inst., and that the committee ruled that no further witnesses from the Vancouver

Merchants' Exchange would be called at the expense of the committee, but that further witnesses might appear at their own expense.

May we request that you mail us copies of minutes of proceedings of the Committee. So far only the first sitting of March 11th has reached me.

When we receive the report containing the evidence of Mr. O'Donovan we may submit in writing our comment thereon, which we hope will be received by the committee.

Yours truly,

VANCOUVER MERCHANTS' EXCHANGE,
Per J. HAMILTON,
Secretary.

I might say that I sent copies of the proceedings to them, and replied that we should be pleased to receive their submissions and consider them.

The CHAIRMAN: You are forwarding copies of the proceedings as they are printed?

The CLERK: Yes.

The CHAIRMAN: What is your pleasure in connection with these, gentlemen?

Mr. NEILL: File them.

Mr. MACINNIS: I will second that.

The CHAIRMAN: It is moved by Mr. Neill, seconded by Mr. MacInnis, that the communications be filed.

Mr. MACINNIS: Is it necessary to endorse the secretary's action in connection with the last one?

The CLERK: I was bound by the resolution.

The CHAIRMAN: I think that will be all right. I notice in the evidence given to the committee up to the present time that we have been referring to the Immigration Act, and the meaning of Canadian citizen and British citizen. I have here two or three provisions from two different Acts, one the Immigration Act, R.S.C. Chapter 93, and the other An Act to define Canadian Nationals and to provide for the Renunciation of Canadian Nationality, Chapter 21.

Mr. NEILL: Of what?

The CHAIRMAN: That is Chapter 21 of the revised statutes. If you wish, we could put three or four provisions on the record clearing up the question as to Canadian citizenship and British citizenship. I think there was some confusion in the minds of some of the members of the committee when they were discussing citizenship.

Mr. NEILL: Are both these Acts in the revised statutes, 1927? I think you will find the last one is a later Act.

The CLERK: It is in revised statutes, 1927.

The CHAIRMAN: Yes. What is your wish in the matter? Do you wish these provisions put on the record? There are just four.

Mr. ISNOR: It might be helpful.

The CHAIRMAN: The first one, under the Immigration Act, R.S.C., Chapter 93, is as follows:—

2 (b) "Canadian citizen" means

- (i) A person born in Canada who has not become an alien;
- (ii) A British subject who has Canadian domicile; or
- (iii) A person naturalized under the laws of Canada who has not subsequently become an alien or lost Canadian domicile.

Then under Chapter 21, R.S.C. 1927, we find:—

1. This Act may be cited as the Canadian Nationals Act.

2. The following persons are Canadian Nationals, viz:—

(a) Any British subject who is a Canadian citizen within the meaning of the Immigration Act.

I think perhaps that might clear up any doubt the members of the committee may have had in connection with the question of citizenship.

Mr. REID: It is a good thing to have in the record.

Mr. MACINNIS: That latter refers to British subjects only residing in Canada.

The CHAIRMAN: Yes, Canadian citizens within the meaning of the Immigration Act; the three statements that I just read.

Mr. HARTIGAN: It says British citizen with Canadian domicile. You would have to clear up what domicile means.

The CHAIRMAN: Yes. Perhaps it might be well for the members of the committee to get both Acts and read them fully. The provisions read are fundamentals. Of citizenship a question which has constantly been coming before the committee in connection with this reference.

We have Mr. F. E. Bawden, director of steamship subsidies in the Department of Trade and Commerce, with us this morning. You will remember that we had Mr. Bawden here before when he made a good submission before the committee. Members of the committee were of the opinion that, until they read his submission, it would be well to leave off a certain number of questions and answers. Therefore the sub-committee was directed to have him back with us again. We have him here this morning, and Mr. Bawden has, I think, quite a full statement to make, after which he will be ready for any questions pertaining to the reference before the members of the committee.

Mr. REID: Might I be allowed to ask six questions of Mr. Bawden? I ask that privilege on account of the fact that I am due in another committee. I am on the Pensions Committee and I should be there.

The CHAIRMAN: That will be all right. We will just swear Mr. Bawden first, and then you may have the privilege of asking the questions you desire to ask.

FRANCIS ERNEST BAWDEN called and sworn.

By Mr. Reid:

Q. After looking over your statement, I have six questions that I should like to ask you, Mr. Bawden. The first one is: Have you any data regarding the number of passengers and the nationality carried from the Pacific coast to the orient?—A. I have the number of passengers carried from the Pacific coast, but I have not got their nationality.

Q. Could you obtain that?—A. I could ask the steamship company for it, or they could be asked directly when they appear before the committee.

Q. The reason I ask that is that I think it is important, because a submission has been made by the steamship company that 60 per cent of the passengers carried were orientals. I think we should have the data officially from the company itself on the records.—A. Yes. I rather think that some of that 60 per cent were passengers carried at the other end, between China and Japan, between Japan and China or between Manila and China, and that they do not come all the way to or from Canada. However, I shall inquire as to that.

Q. The second question is: Has Japan any subsidized ships going directly to Canada? The information I have is that Japanese boats make the United States their port of call first and that they come up into Vancouver and run out?

—A. In the statement I gave on the Japanese subsidies there is one line which goes to Seattle and also to Vancouver; but I do not think it goes to Vancouver directly.

Q. So that the Japanese subsidized ships would be going to the United States rather than from Japan to Canada?—A. Yes. They include a call at Canadian ports.

Q. I am now referring to page 42. Have you any information as to why there is the difference in subsidy to the United States lines? I notice the subsidy runs all the way from \$8 to \$2.25. There are some lines receiving only \$2.25 and there are others receiving \$8.—A. Yes.

Mr. NEILL: \$10.

WITNESS: That depends largely on the tonnage and the speed of the ships. Those ships that are shown as receiving \$2.25 a mile are probably slow freighters. The vessels receiving \$4, \$8, and \$10 a mile would be fast passenger liners, very much faster and very much larger.

Q. I notice the subsidy has been dropped in one instance from \$500,000 to \$250,000 for this year?—A. Yes.

Q. On one of the Atlantic lines?—A. Yes.

Mr. REID: The statement has been made by many of the companies, if not all, asking for subsidies that if the subsidy is cut or not increased, they will be unable to carry on. In this case there is a drop from \$500,000 to \$250,000.

Mr. MACKENZIE: What page is that?

Mr. REID: Page 49 of the report.

WITNESS: What is the question, Mr. Reid?

By Mr. Reid:

Q. How will they be able to carry on if they get only \$250,000 instead of \$500,000, having in mind their argument?—A. The explanation the minister gave in the House of Commons a few weeks ago, when steamship estimates came up, was to the effect that this company had improved its position within the last twelve months.

Q. It had?—A. Yes.

Q. Would the same thing apply during the years 1921 to 1930 on the Pacific coast when no subsidy was given during all those years and yet those steamship companies carried on?—A. I cannot say as to that, because I have no particulars as to the business those ships did during those years, as to whether they made profits or losses, or what they did.

Q. Has any data been given, at any time, to the department regarding the profits and losses of these companies? The reason I ask that is that they make representations of their own to the department for a subsidy; and at times, if not often, when they are asking that the subsidy be increased they put forth the argument that they require this subsidy to meet other steamship lines and the increased cost. Has any data ever been put forward regarding the profits, losses and the running expenses of these companies?—A. Yes. All subsidized steamship lines are required to submit financial statements showing the profits or losses every year, under the terms of their contract. But these statements are confidential and they cannot be made public. The department has the figures.

Q. In that data, are the wages paid included?—A. Yes, the wages paid are included; not the details of the wages paid, but the total amount of the wages paid.

By the Chairman:

Q. These figures are there when the question of a new subsidy comes up before the government?—A. The minister and the government consider them, yes.

[Mr. F. E. Bawden.]

Mr. REID: I think those are all the questions I have to ask at the moment.

The CHAIRMAN: Now Mr. Bawden, you may proceed.

WITNESS: Two weeks ago I placed before the committee several statistical statements outlining the mail subsidies and steamship subventions which have been paid by certain other countries; and the subsidies paid by the Department of Trade and Commerce during the fiscal year which ended a few days ago; showing in the last named statement particulars of the nationality of the crews, as far as can be ascertained up to the present time.

I should like this morning to amplify and summarize some of the information then given, in a form which may perhaps be more convenient to the committee; and to make one or two corrections.

Two small errors appear on page 50. In the first item on that page there are three vessels shown as being employed on the Canada, China and Japan Service, and to these there should be added the *Empress of Asia*, which was apparently omitted by a printer's error. The words "Pacific Ocean" in the first column, half way down the page, should be deleted, as they appear as a heading on the previous page.

By Mr. MacKenzie:

Q. Would you mind repeating that?—A. The words "Pacific Ocean" in the first column, about half way down, should not be there. The printer put them in by mistake, because they are already shown on the previous page.

On page 49, under the heading of "British Columbia and China," it should be pointed out that during the last fiscal year this vote read "British Columbia and Australia and/or China" and that under the provisions of this vote, subsidy for one trip to Australia was paid to the North Pacific Shipping Company, of Vancouver, for the voyage of a chartered steamer carrying lumber to that country. Four more voyages were made by the same company and claims have been sent in for subsidy but have not yet been paid. The question as to whether they will be paid or not depends upon how much is available from the aforesaid vote after the China service has been fully provided for in the fiscal year 1935-36. The subsidy was the same as for the China Service, \$4,950 per trip. Chartered steamers were employed.

By the Chairman:

Q. Is this British Columbia and China service the same service as the British Columbia and North China?—A. Yes. The vote in the estimates this year is for British Columbia and China. Last year it was British Columbia and Australia and/or China; that is to say, we could make a few trips to Australia under the same vote, and we did make three or four trips. One has been paid for, and I am sorry to say it was omitted from that statement.

Q. Sometimes you use the term "North China?—A. It is the same thing.

By Mr. Neill:

Q. You say you are cutting it down this year, limiting it only to China?—A. The word "Australia" has been omitted from the estimates this year.

Q. Why?—A. Because we did not think it was necessary to put it in.

Q. That is a rather vague reason.—A. There is an ample service of vessels to Australia without subsidizing.

Q. That is a reason?—A. In fact, in the last few days we have had notice of another line going on to Australia from British Columbia, making about three trips a month, the Australian Direct Line I think they call it.

By Mr. MacNicol:

Q. Are they applying for a subsidy?—A. No, they are not applying for a subsidy.

By Mr. Neill:

Q. That is the service going to China. You propose to maintain the subsidy going to China and cut out the subsidy to Australia?—A. There were just a few odd trips to Australia. It was thought that if the full amount of the subsidy was not used to China, there would be a certain amount available for trips to Australia. The department does not think it is necessary to subsidize boats to Australia at present.

Q. What company is running to Australia now?—A. The company that made these subsidized trips was the North Pacific Shipping Company.

Q. Are they still running?—A. I have no information; they are not running on their contract. They may be making trips, but they are not making subsidized trips.

Q. What led the department to think there was sufficient service without subsidizing it?—A. The information they received from Vancouver to the effect that there were a number of lines which were capable of handling the business.

Q. Have you a record of the individual lines there; what are the lines?—A. The lines running to Australia?

Q. Yes.—A. The Canadian-Australian Line, the Transatlantic Company, several American companies. I have not a list of them here. Altogether there must be seven or eight lines, and as I say, a new line was put on a few days ago.

Mr. MacINNS: That would indicate good business.

By Mr. Neill:

Q. You say that line was going to China?—A. Another new line was added to Australia a few days ago called the Australian Direct Line, I believe.

By Mr. MacInnis:

Q. That would indicate that business between Vancouver and the Australian ports was fairly good?—A. It is very good, as far as lumber is concerned. These ships carry mostly lumber. I suppose we get 85 per cent or more of the Australian trade in lumber. It will be seen from the statement referred to that the subsidized coastal lines in eastern Canada employ Canadian citizens almost entirely and there appear to be only two exceptions. There are only two employees on the eastern coastal lines that are not Canadian citizens, as far as our information goes. It does not appear to be necessary therefore, to pay further attention to those services at the present time.

By Mr. Isnor:

Q. That is in so far as the coastal employees are concerned?—A. Yes. I shall deal with the ocean service afterwards.

By Mr. MacKenzie:

Q. May I interrupt there? Under the heading of Canada and South African Service, I notice that there are 74 West Africans. Are they coloured?—A. Yes. I shall be coming to that a little later on. Contracts for all coasting services provide for the employment of British subjects to the extent of two-thirds of the total crews, and the clause in these contracts making provision for this reads as follows:—

British Subjects: It is further understood and agreed by the contractors that two-thirds of the total number of officers, engineers, stewards, crew, or other employees whatsoever upon the steamships engaged in the performance of the service herein contracted for, shall be British subjects, but the non-observance of this clause shall not constitute a violation of this contract in such individual cases as may from time to time be approved by the minister in writing.

[Mr. F. E. Bawden.]

This clause is also contained in all other contracts, except the following:—

Canada and the United Kingdom Service—Contractors the Canadian Pacific Railway.

British Columbia and North China Service—Contractors the British Canadian Steamships Limited.

Canada and South Africa Service—Contractors the Elder Dempster Lines, Limited.

British Columbia and South Africa Service—Contractors the Silver Java Pacific Line.

Canada, China and Japan Service—Contractors the Canadian Pacific Railway.

Vancouver and British West Indies Service—Contractors the Canadian Transport Company, Limited.

I will refer further to these services, with the other services appearing on pages 49 and 50 of the Minutes and Proceedings of the Committee No. 2, for March 20, which will be now taken in the order in which they appear.

Canada and the United Kingdom: There is no "British subjects" clause in the contract, but this appears to be practically unnecessary, as the crews of these vessels are practically all British; totalling 3,643. To get accurate information as to nationality would necessitate canvassing each member of the crew, or a great deal of work in searching records. The vessels employed are all registered in the United Kingdom, and presumably sign on their crews in that country. Accurate information on this point can no doubt be obtained from the representatives of the company, if and when they appear before the committee. This is a round trip service, between Canada, the United Kingdom and the Continent.

By Mr. Neill:

Q. I wonder if I may ask questions as we go along?—A. Yes.

Q. For what purpose is that subsidy given? Just what is specified? Is it to promote trade or carry mail?—A. Well, I have a copy of the contract here; I think it gives it.

Q. You might just generalize.—A. Principally for the carriage of mail, I believe.

Q. They do carry mail?—A. Oh, yes. The contract states:—

Whereas the maintenance and continuance of the existing mail services on the Atlantic ocean between Eastern Canada and ports in the United Kingdom and on the continent of Europe, as now carried on by the contractors, are considered to be of the greatest importance in relation to the development of Canadian foreign trade with European countries; and whereas it is considered advisable and necessary to provide for the uninterrupted continuance of the said services by means of a definite agreement; the contractors agree to provide. . . .

and so forth.

By the Chairman:

Q. Between what points on the Atlantic and Britain is this service carried on?—A. Montreal and Quebec in the summer, Saint John and Halifax in the winter, to Liverpool, London, Southampton, Glasgow, Antwerp and Hamburg.

By Mr. Neill:

Q. Does that cover also, as stated on page 49, free transportation of trade commissioners and their wives and families?—A. Yes.

Q. There is no charge for carrying them?—A. There is no charge. When we have to move a trade commissioner from one point to another, we notify the company and they issue a free ticket under this contract.

By Mr. MacNicol:

Q. Do they move the furniture free?—A. No, I do not think they move furniture free.

Q. It seems to me I noticed quite a large sum of money in the estimates for moving trade commissioners from one place to another?—A. Yes. They only get free transportation as far as this service is concerned. If a trade commissioner can be moved by this service, he gets carried free. If he has to go some other way, the transportation has to be paid. If we have a man coming from Italy he would have to pay the transportation from Italy to England anyway, in order to get to those free steamers.

Q. I suppose he has to travel on a first class ship anyway?—A. We carry them on those subsidized ships wherever possible.

By Mr. MacKenzie:

Q. Mr. Neill asked why the subsidy was paid?—A. Yes.

Q. And you mentioned mail contracts?—A. Yes.

Q. A subsidy and a mail contract are not synonymous terms?—A. The heading of the vote is "Mail subsidies and steamship subventions." In the case of this Atlantic service, a high subsidy has been paid in past years, principally for the carrying of mail.

By Mr. Neill:

Q. Which is now cut in half?—A. Which is now cut in half.

Q. Roughly, what is the tonnage of these eleven boats? There are eleven boats altogether?—A. Yes.

Q. What would be the average tonnage of those boats?—A. I could give you that in a moment.

Q. I do not want each one. What is the average?—A. They range from the Empress of Britain, which is the largest, with a gross tonnage of 42,348 down to the Montclare, which would be the smallest, with a tonnage of 16,314. The Duchess boats are about 20,000 tons.

Q. The average is about 20,000 tons?—A. The average is about 20,000, I should say. Then, there are also five freight steamers employed which carry mail sometimes when it is convenient for the Post Office department to use them.

Q. Would they be smaller?—A. Smaller boats, 10,000 tons and 15 knots on the average.

By Mr. MacInnis:

Q. Are there any other charges for carrying mail besides subsidies?—A. Is the company paid anything more?

Q. Yes.—A. No, not by Canada. They are paid for carrying mails the other way by the British government.

By the Chairman:

Q. Now, as I understand it, this subsidy is paid in each case for two specific reasons: first for carrying the mail, and secondly for trade expansion; is that correct?—A. Not always; some services on the ocean carry no mails.

Q. Then the subsidy would narrow down to trade?—A. Trade.

Q. It is then for trade expansion?—A. Yes.

Q. It may be either or both?—A. Yes.

[Mr. F. E. Bawden.]

By Mr. MacInnis:

Q. What is the theory in regard to the carrying of mails?—A. Just suppose that a ship would carry the mails free. If that is not the theory, then we are paying for merely carrying the mail?—A. The theory is that we want a regular and fast service for the carriage of our mails.

By Mr. Neill:

Q. How fast is this service?—A. Twice a week in the summer and once in the winter.

By the Chairman:

Q. If the service was not a speedy one it could not carry the mails successfully?—A. That is the idea.

Q. Speed is, I understand, an important element in the contract?—A. Yes.

By Mr. MacKenzie:

Q. Don't you think it would be a good idea to have the subsidies separated?—A. As to whether they are for mails or trade purposes?

Q. Yes.

MR. BLACKMORE: The question is, what is the subsidy for? What service do we get in return?

By Mr. MacInnis:

Q. If a ship carries 20,000 tons of mail for \$20,000 then she is getting a dollar a ton for carrying the mail?—A. The money is not paid directly for carrying the mail; it is paid to the shipping company that has a regular service, and they have to carry whatever mails there may be. The mails may be twice as much in one year as in the next year but we might still consider we should have the same regular fast service.

Q. They are not subsidies in the ordinary sense of the word; they are payments for service rendered. \$250,000 would not work out at 15 cents a mile?—A. Fifteen cents a mile is what the Post Office department pays for local services, but I do not think that ocean service contracts would be made in the same way. I think they would be so much a pound or so much a cubic foot.

By Mr. MacKenzie:

Q. Actually a subsidy for carrying mail is a mail contract?—A. It is a subsidy for the provision of a suitable service for the carriage of mails.

Q. The same as a person who carries the mail from the post office to the local station; he has to be suitable?—A. He has got to be suitable. There has to be the service there no matter whether the amounts of mail are large or small.

Q. Don't you think it would be a good idea to have them separated?—A. I could possibly separate these, I think, but I have given you these things and I think you will find them pretty well separated later.

By Mr. MacInnis:

Q. Does the Post Office pay anything in addition?—A. For this service?

Q. Yes, to these shipping companies for the carrying of the mail.—A. Not to this service. The Post Office pays some additional amounts to some coasting services, two or three coasting services; they do not pay anything additional to any ocean service.

By the Chairman:

Q. On either ocean?—A. On either ocean. Now, shall I continue?

Q. Yes.—A. *Canada and South Africa:* There is no "British Subjects" clause in this contract, but the contractors state that the crews of the regular

steamers are practically all British. A few of them may be Canadian citizens, but the number is not recorded. These are also British registered ships, and probably the 132 white British members of the crews are signed on in Great Britain, while the 74 British West Africans are signed on in British West Africa, where these vessels call on their way to South and East Africa. Subsidy is only paid for the one way service from Canada to Africa, and the ships do not always come back direct to Canada. If no return cargo is offering, they may proceed to other destinations with cargo before coming back via England or the United States or other countries to take up their sailings from Canada again. Ships are chartered for extra unsubsidized sailings if sufficient cargo is offering, and during the calendar year 1935 seventeen of these extra sailings were made, in addition to the twelve regular monthly sailings.

Q. Now, this is also a service that is really subsidized for trade purposes?—A. At the same time, it carries small amounts of mail; it does not carry a great deal of mail because it is a slow service, as compared with service via England; but it carries 40 or 50 packets of parcel post, newspapers and so forth, on each sailing.

By Mr. Neill:

Q. There is a clause there in regard to West Africa. At what ports do they call?—A. They call at Sierra Leone.

By the Chairman:

Q. Have you any idea how the trade figures compare with the payment of these subsidies from year to year?—A. When I last looked into that matter I found this line was carrying about 90 per cent of our total exports to South Africa.

By Mr. Blackmore:

Q. May I ask Mr. Bawden if there is any way in which he can give us an idea of the total amount of money we are paying on the Atlantic as subsidies to further trade, to increase trade or to help trade along?—A. Well the statement that I put on the records two weeks ago will show local services, Atlantic ocean services and Pacific ocean services. I would say that practically all Atlantic ocean and Pacific ocean services were for the development of trade. In the case of the C.P.R. service we have just been talking about, that also includes the carriage of mail. These vessels are also developing trade at the same time. I would say all the ocean services are paid subsidies for the development of trade.

By the Chairman:

Q. As I understand it, the idea is that Canada is a part of the world economic whole, and we need effective contact between Canada and other parts of the world?—A. For the use of our exporters and merchants.

By Mr. MacKenzie:

Q. It all comes back to the same thing. I do not know how much we are paying for trade, because it is all lumped under mail subsidies?—A. We are getting principally mail services, but the subsidy is paid for trade purposes, too. As I understand it, the statement shows what is paid on the Atlantic and Pacific services. On page 39 you will see that we paid \$615,000 in 1934-1935 for Atlantic services, and we paid \$1,120,000 in 1934-35 for Pacific services, or a total of about \$1,735,000.

By the Chairman:

Q. In what year?—A. In the year 1934-1935, the last year, shown on the statement. I would say that that was all paid with the idea in mind of assisting [Mr. F. E. Bawden.]

Canadian trade; in the case of some services, it also covers the carriage of mails. Are there any other questions on South Africa?

By Mr. MacInnis:

Q. For the information of the committee, would it be very much work to break these items down to the amount paid for carrying mails and the amount paid for the promotion of trade; separate the two?—A. Well you cannot separate them; they are bound up together. As I say, if you take the total amounts paid on both oceans, that would cover it. I could give you a statement of one or two services which are subsidized and which do not carry any mail, although contracts call upon them to do so. They do not do it because they are too slow. They are freight vessels, and are not used by the Post Office Department. I can give you a note of them, I think.

By Mr. Hill:

Q. Ninety per cent of the subsidies would be for trade purposes?—A. Yes, but the carriage of mail is essential for the development of trade.

By the Chairman:

Q. Grade and mail are complementary?—A. Yes.

By Mr. Isnor:

Q. In connection with the Atlantic Ocean services, I suppose you are familiar with the Lady boats operating to the West Indies?—A. Yes.

Q. The various Lady boats and other boats running to the West Indies operated by the Canadian National Steamships?—A. Yes.

Q. You do not include any of them in your report?—A. No; because they do not come under my department.

Q. Still they are receiving subsidies?—A. They do not receive any subsidy.

Q. They do carry mail?—A. They carry mail, yes. I do not know under what arrangement they carry mail, whether the Post Office pays them or not. They do not receive any subsidy, but they do run up an annual deficit, which is paid by the government.

Q. I realize that.—A. They do not come under the Department of Trade and Commerce.

By the Chairman:

Q. It is equivalent to a 100 per cent subsidy?—A. The same thing.

By Mr. Isnor:

Q. It would not go beyond 100 per cent?—A. As far as the country is concerned.

Mr. ISNOR: Are you going to consider the ships, Mr. Chairman? I think it is very necessary. I raised that question earlier in the proceedings, because I am anxious to have on record the various deficits, if necessary, but more particularly the crew on these particular ships.

By Mr. Neill:

Q. Is there a line of C.N.R. ships running from Canada to Britain?—A. No, just to the West Indies, Australia and New Zealand.

Q. Not to Britain?—A. No.

The CHAIRMAN: With regard to the point just raised about the Canadian National boats, is it not a fact that the special committee appointed to deal with railway matters goes into the questions pertaining to the Canadian National Railways and the Canadian National Steamships?

Mr. ISNOR: Yes, from one angle; but in view of the question which has been raised in regard to the percentage of Canadians employed, I think it comes directly within the scope of this particular committee. For that reason I think we should have an opportunity to bring the question before the committee.

The CHAIRMAN: I have no objection. What is the wish of the committee in that regard? We can summon a representative of the Canadian National shipping interests to appear before the committee if we think it wise, to get every angle of the problem raised by Mr. Isnor.

Mr. McIVOR: I suppose they would send one up from Montreal.

The CHAIRMAN: I think so.

Mr. McLEAN: We are discussing the question of foreigners in the crews of these vessels.

The CHAIRMAN: Yes.

Mr. MACINNIS: I think we should go into that, Mr. Chairman, if it has a bearing on the nationality of the crews.

Mr. ISNOR: I raised that question early in the proceedings.

The CHAIRMAN: Will you make a motion to that effect, Mr. Isnor, to find out the wish of the committee?

Mr. ISNOR: I would make a motion that the personnel of the crews and wages paid by the Canadian National Steamships be considered by this committee.

Mr. MACINNIS: I second it.

Motion agreed to.

The CHAIRMAN: The sub-committee will deal with that request later, and we shall have a representative here.

By Mr. Isnor:

Q. May I clear up a question in regard to one other subject? There are no subsidies paid to the Canadian National Steamships in any form by the Department of Trade and Commerce?—A. Except in the case of one service on the Pacific coast, between Prince Rupert and the Queen Charlotte islands.

By the Chairman:

Q. Is it a weekly or semi-weekly service?—A. It is a fortnightly service from Vancouver, alternating with a fortnightly service from Prince Rupert, and the amount of subsidy we pay them is about \$12,000 a year.

By Mr. Isnor:

Q. Is that listed?—A. Yes; it is on page 50, about half way down under the heading "Pacific Ocean."

By Mr. Neill:

Q. You pay that in cash?—A. Yes.

Q. I wonder why you depart from the principle that has been in force in regard to the others?—A. I cannot say.

By the Chairman:

Q. That is likely considered a special case in some manner?—A. It is a long-standing subsidy.

By Mr. Isnor:

Q. That is the *Prince John*?—A. The *Prince John*.

[Mr. F. E. Bawden.]

By Mr. Neill:

Q. What is the frequency of this china service?—A. It is a freight service and averages only about two trips a month, although there may be three trips in one month and one in another, according to the amount of cargo offering.

Q. Here is a point I do not like. Perhaps it is just my ignorance. Here is a contractor who charters vessels. In other words, a man on the street may get a contract from the government and go out and charter vessels?—A. When they first tendered for this service and received the contract, they owner two ships.

Q. What were they?—A. The *City of Victoria* and the *City of Vancouver*.

Q. You would not call them ships?—A. One of those ships has been lost in the sea of Japan, I believe, and the other one is now running to Australia, not employed on subsidized service any more; but we have found that services that are performed by chartered ships are quite satisfactory to the shippers.

Q. These people have really no ships of their own?—A. They are not employing any of their ships on the subsidized service.

Q. It does not seem just satisfactory to me to give a contract to somebody who does not own any equipment, but a man who goes out and sublets?—A. They owned those two ships when they started.

Q. That is quite a while ago?—A. Yes.

Q. The *Victoria* has been out of business long ago?—A. The *City of Victoria* was wrecked, I think last year.

Q. She has been out of this service—

Mr. MacNICOL: Do you mean that the ships engaging in the shipping interests are not owned by the contractors?

Mr. NEILL: Yes; and they have a contract with the government amounting to \$118,000 a year.

WITNESS: They operate a service by means of chartered vessels.

By Mr. Howden:

Q. If they perform the service, what difference does it make?—A. As long as the service is performed, it does not make any difference to us whether they own the ships or not. If they do not do the work they do not get any pay.

By Mr. MacInnis:

Q. In connection with this company, do you get a financial report?—A. Yes.

By Mr. Neill:

Q. That is the way they get out from under. They say, "We charter our boats; we cannot govern the crew." If they owned the boats it would be different. That is the crux of the whole situation. They get out from under by saying, "We charter all our boats."—A. Except that they could not very well own a large enough number of ships to enable them to perform the services. They have to make two sailings a month, and I should say they would need a fleet of about eight ships anyway. There are practically no Canadian steamship companies that own ocean going freighters outside the Canadian Government Merchant Marine and the C.P.R.

Q. I beg your pardon?—A. There are no Canadian companies that own large ocean going freighters outside the Canadian Government Merchant Marine.

Q. What about the Canada and the South Africa— —A. That is on the Atlantic, and is a freight line.

British Columbia and North China: The contract for this service provides that the total number of officers and engineers employed shall be British subjects, but that the non-observance of this clause shall not constitute a violation

of the contract, in such cases as may from time to time be approved by the Minister. These are chartered ships, and the contractors have no control over their crews.

Q. This is one of the people that get this exception, one of the six people, and one of the cases where that clause does not apply. You mentioned before that there were six exceptions?—A. Yes.

Q. I notice that there are six exceptions which cover all the cases?—A. Yes, this is one.

Q. They cover the whole of the cases where such a clause might be of use?—A. Yes.

Mr. NEILL: It applies very gallantly to places where there is not any question, such as between Halifax and Liverpool. But where it is needed, and it is on the Pacific coast, it comes under the exemption. In other words, the whole thing is a joke.

By Mr. MacNicol:

Q. What is the stipulation in this contract in regard to the colour of the crews?—A. The total number of officers and engineers employed shall be British subjects.

Mr. NEILL: But there is an exemption.

Mr. MACINNIS: With the written consent of the minister.

WITNESS: The way that works is this: Nearly all the ships they employ are British. Last year they made 22 sailings and they were all British ships except about three, which were probably Scandinavian ships, and which they employed because there were no British ships in position. Those British ships had British officers and engineers. The Scandinavian ships, I presume, had Scandinavian officers and engineers.

By the Chairman:

Q. How long has this subsidy of \$118,800 been paid to this line?—A. Since 1932.

Q. What was the subsidy before that? Have you got that information?—A. The subsidy before that was higher. It was \$7,700 a trip as against \$4,950 a trip which we pay now; and the \$7,700 a trip was also paid to chartered ships. So that we are getting a cheaper service and a service that is just as good as it was before, as far as carriage of our goods to overseas markets is concerned.

The contract requires 12 sailings per year, with additional sailings if sufficient cargo is offering, and in practice it has been found that this service averages nearly two sailings per month. In the calendar year 1935, 22 sailings were made, carrying ninety-six million feet of lumber and 3,754 tons of general cargo.

By Mr. Neill:

Q. Is the subsidy so much a trip?—A. Yes. It is \$4,950 a trip.

Q. Well, that is reasonable.—A. Yes, it is a low subsidy.

Ships are chartered for this service for the single voyage across from British Columbia to China, except in a few special cases where a round trip has been made to accommodate cargo offering from North China ports to British Columbia. At the present time these are all chartered ships.

Q. Those will all be tramp vessels?—A. Yes.

Q. What tonnage would they run?—A. They run up to about 8,000 tons, and carry about 4½ million feet of lumber.

Q. Where do they go after that?—A. After their charter is up?

Q. Yes, when they get to China?—A. When they get to China they are on the market again for further charter. They will go wherever anybody requires their services.

[Mr. F. E. Bawden.]

Q. What about general trade there in the opposite direction? Coming from British Columbia and on their way home they may pick up a cargo of wheat in Vancouver. It would be difficult to get a cargo going to Vancouver?—

A. Yes. They get a cargo sometimes of peanuts and peanut oil or something like that, but only occasionally.

As the reference to the committee includes charterers as well as owners of ships, attention may be called to the fact that this service, as well as the Vancouver-West Indies service, is carried on at present entirely by chartered ships.

In the case of chartered ships it does not appear to be practicable to arrange for the employment of Canadian crews. The contractors for these services, when chartering, have to accept the vessels with the crews which they have on board at the time they begin their charters, and it would appear to be difficult, if not impossible, to charter vessels with the provision that when the vessels arrive in Canadian ports to take up their charters, the crews on board them should be sent ashore and replaced by Canadian citizens. There would probably be some difficulty with the immigration laws, and furthermore, as most of these ships make only a one-way voyage under their charter, there would apparently be no way of bringing the Canadian crews back to Canada.

Charters of British ships are usually made by cabling an inquiry to a broker in London, who submits by cable such offers as he may receive. The contractors select a vessel whose size, price, position and speed may be satisfactory and cable acceptance. The charter is then signed on behalf of the charterers, and the ship, which may be in almost any part of the world at the time, is instructed by cable to proceed to Canada and load for the voyage for which she is chartered. After the voyage has been completed and her charter has expired, she is on the charter market again for further employment in any part of the world.

Mr. MACNICOL: If I might interject at this point, I might say that the statement just made by Mr. Bawden seems to me to be a very important one.

WITNESS: I have just outlined the way in which the charters work. A man in Vancouver will have to cable to London. His broker will go down to the Baltic Exchange and ask for an offer. He will get two or three ships offered at different prices, of different sizes and in different positions. That information will be cabled to Vancouver and the charterer will select the one that suits him best. He will cable back to London and the broker will be authorized to sign a charter and pay over the money. The ship will be instructed by cable to go to Vancouver and start operations.

Q. Already crewed?—A. Yes.

By Mr. Neill:

Q. Could the government not do that and save the middleman's profit?—
A. Could the department not go into the shipping business?

Mr. MACNICOL: That would be another commission, and we do not want that.

WITNESS: That would be in competition with private business.

Mr. NEILL: I wanted to catch an officer saying that he has no confidence in his own department. That is what it amounts to.

WITNESS: No. The department would not wish to do that.

Mr. NEILL: You charter boats when it suits you.

By Mr. MacNicol:

Q. I should like to pursue that a little further. It strikes me as a very important matter. These ships when they are chartered, proceed to sail to Vancouver?—A. Yes.

Q. And it would be impossible to discharge those crews at Vancouver?—A. You could not do it. In the first place, the owners would not consent to it. In

the second place, the immigration laws would not permit it. In the third place, the shipping laws of the United Kingdom, if they are British ships, would not permit it, because these men have been signed on for the round trip and they have to be landed back where they came from.

Q. In such ships as these?—A. With chartered ships, I do not see that anything can be done.

Mr. NEILL: It is a poor system. That is the block.

The CHAIRMAN: That makes the question under consideration rather puzzling.

WITNESS: Chartered ships sometimes have to be employed on services where there is not sufficient business to induce any shipping company to put on a regular line. On this North China service we called for tenders and we had six offers. There was only one regular line which tendered, and that was the Bank line, which wanted \$10,000 a trip against the \$4,950 which we pay these people. We would have had to pay more than twice as much. These Bank line vessels have Chinese crews, so that the situation is quite complicated.

By Mr. Neill:

Q. Who are the Bank Line Company?—A. Andrew Weir and Company of Glasgow.

Mr. MACINNIS: Good Scotchmen.

By Mr. MacNicol:

Q. I was just noticing here that if any of these crews escape at Vancouver, the shipping companies are up against a penalty.—A. That is as far as orientals are concerned?

Q. Yes.—A. Yes. I do not know what happens if a white man deserts his ship in Vancouver. Of course, it is under the immigration laws, I imagine.

Mr. MACINNIS: We do not draw a line.

Mr. NEILL: We do not worry very much about a white man. A Chinaman costs money.

WITNESS: Some companies, such as the Canadian Transport Company, may have 40 or 50 vessels under charter at one time. I had a letter this morning from the Canadian Transport Company drawing my attention to the fact that at the present moment they have 49 ships under charter in various parts of the world.

By the Chairman:

Q. Where is the headquarters of the Canadian Transport Company?—A. Vancouver. They are the people that operate our service between Vancouver and the British West Indies.

By Mr. Neill:

Q. To the British West Indies?—A. Yes; and they are very large charterers. They have ships afloat all over the world.

Q. Where do we find that?—A. Vancouver and British West Indies.

Q. At what page?—A. On page 50.

By the Chairman:

Q. The Canadian Transport Company is owned by what interests?—A. It is a shipping company itself. It is a Canadian shipping company.

By Mr. Neill:

Q. Whose agents are the Ocean Shipping Company, are they not?—A. No.

[Mr. F. E. Bawden.]

By the Chairman:

Q. It is a Canadian-run British Columbia shipping company; is that the idea?—A. Well, I would say it was probably incorporated in British Columbia. I do not know.

Q. With Canadian money at the back of it?—A. I think so.

By Mr. Neill:

Q. What about this North Pacific Company?—A. I am just coming to that.

British Columbia and Australia: The North Pacific Shipping Company of Vancouver had a few chartered British vessels to Australia last year. Subsidy has, so far, been paid for one sailing. It is possible that about three more sailings in 1935-36 will be paid subsidies. The conditions are similar to those of the China service. That is to say, they get the same amount of \$4,950 a trip. The idea is that if the whole of the money is not used up for the China service, some of it can be used to assist trade in other directions.

Q. Do you stipulate a certain size of steamer for carrying lumber?—A. Yes. They have got to carry about 4,500,000 feet of lumber. That is about an 8,000 ton ship.

British Columbia and South Africa: The contract states that the majority of the total number of employees on the vessels employed shall be British subjects. This is a joint British and Dutch service and each British vessel has approximately 53 British subjects, while all the British vessels between them employ four Canadian cadets and 2 Canadian junior engineers. The employment of these Canadians was voluntary on the part of the company. They wished to do something for the young sailors in British Columbia and they created the positions of four cadets and two junior engineers and have appointed Canadian young men to them.

Q. To what points do they sail—Cape Town?—A. I am just coming to that in a moment. All the British vessels between them employ 6 Canadians. Each Dutch vessel has approximately 43 Dutch subjects and 6 British subjects.

This is a one-way service as far as the subsidy is concerned. The subsidized route extends from British Columbia to Cape Town, Port Elizabeth, East London and Durban; thence to Lourenco Marques and Beira in Portuguese East Africa. After leaving Beira the vessels proceed to India, returning to British Columbia via Calcutta, making optional calls at Colombo and Madras, thence by the Straits Settlements, the Dutch East Indies, Manila and United States Pacific coast ports, the round trip taking over six months.

Extra chartered vessels are employed, without subsidy, when there is more cargo from British Columbia than the regular liners can carry. They put on an extra vessel and we pay no subsidy for it.

Q. What kind of service is it? How often?—A. Once a month. The regular service is once a month.

Q. And the round trip takes six months?—A. Yes, the round trip takes six months. They have six or seven vessels employed.

Q. What would the crew be in this South Africa service, British natives of South Africa?—A. I have no information as to that. I imagine they are Malays or Lascars.

By the Chairman:

Q. Each vessel could make about two trips a year, at that rate?—A. Yes. That is all. It is a long service.

By Mr. Neill:

Q. Apparently they have a number of boats of their own. They have five boats of their own?—A. Yes. They have enough boats of their own to perform

a regular monthly service; but if it is necessary to make extra trips, then they charter vessels for that purpose.

Q. What we would need to know is where these British natives came from. If they are British natives they are entitled to be on board?—A. They are either Malays or Lascars, I would say. These vessels come through the Straits Settlements and they would probably sign on their British native crews there, because they call at those points.

Q. It looks as if the crew were entirely coloured, because the 20 on these boats would be taken up with officers, engineering staff and steward's staff, the 20 on the British vessel?—A. Yes.

Q. You would have 4 mates in the navigating end and as many in the engineering department and then you would have the stewards?—A. Yes.

Q. I guess the deckhands and crew will all be natives?—A. Yes. I think probably they would.

Canada, China and Japan: No "British Subjects" clause is included in the contract. The four "Empresses" sail fortnightly from Vancouver and Victoria to Yokohama, Kobe, Nagasaki, Shanghai, Hong Kong and Manila, calling on every alternate sailing at Honolulu. 265 whites and 1,783 orientals are stated to be employed. No information has been submitted to show how many of these are Canadian citizens or British subjects, but this information may possibly be obtained from the representatives of the company.

Q. That is a tremendous number of crew. How would the *Empress of Japan* and the *Empress of Canada* compare with the previously mentioned ones on the Atlantic side, the *Empress of Britain*, the *Empress of Australia* and the *Duchess* boats?—A. Of course, the *Empress of Britain* is very much larger than any of them. The *Empress of Australia* is a boat of 21,000 tons; the *Empress of Japan* is 26,000 tons; the *Empress of Canada* is 21,000 tons, and the other two *Empresses* are about 17,000 tons.

Q. They are about the same size?—A. Yes.

Q. And if you figure it out, they have nearly double the number of crew. Is that due to having more passengers, or is it due to the white man being able to do the work of two or three orientals, as is claimed?—A. You mean to say the Japan service has double the number of the other?

Mr. NEILL: Yes. It has a great many more in its crew, if you figure it out, 1,783 orientals and 265 white.

Mr. MacNICOL: On one ship?

Mr. NEILL: On the four ships.

By Mr. Neill:

Q. Divide that up, and it comes to what?—A. About 500 a ship.

Q. Yes. On the Atlantic service it does not come to anything like that?—A. On the Atlantic service you have 14 ships.

Q. No, 11. There are 5, and 4 *Duchesses* is 9, and the *Empress of Britain* and the *Empress of Australia* make 11?—A. *Britain*, *Australia*, 4 *Duchesses*; that is 6. *Montcalm*, *Montrose* and *Montclare*—14 in all.

Q. Those are all *Duchesses*?—A. No.

Q. The *Duchess of Montcalm*?—A. No. Those are three other ships. The *Duchesses* are: The *Duchess of Bedford*, *Atholl*, *Richmond* and *York*.

Q. They are extras?—A. Yes, they are extras. That would make 14.

Q. Divide 14 into 3,643. What do you get?—A. About 250.

Q. Less than half as many?—A. Yes. But you are including in there 5 freight liners which would not have any passengers' stewards, cooks, or staff of that kind.

By Mr. MacNicol:

Q. That is on the eastern coast?—A. Yes.

[Mr. F. E. Bawden.]

Mr. NEILL: I was just comparing the two, as to the number of the crew.

By Mr. MacNicol:

Q. Let me interrupt for a moment. Remembering the observation that Mr. Bawden has just made about 5 of these ships being freighters, would that make any difference?

Mr. NEILL: That would pull it down.

WITNESS: That would pull it down, because these freighters would only have a crew of about 50 or 60 all told, I think, for each ship.

Mr. MACNICOL: Would that make the crews of the ships in both east and west comparably the same?

Mr. NEILL: It would be impossible to tell unless you took specific cases. I was only guessing.

WITNESS: It is impossible to say for another reason. On the Pacific coast the four ships are employed all the time. On the Atlantic coast they are not all employed. One or two of the ships may be laid up. I do not know whether the *Empress of Australia* is at present chartered for a cruise or whether she is laid up until the summer season.

By Mr. Neill:

Q. The only way to tell would be to take two ships of similar size.—A. And get a statement of the crews.

Mr. HILL: I think they are very close to being the same size. I think that the crew on the Atlantic is about 500.

By Mr. Neill:

Q. A witness last week said that a white man could do as much work as 2, if not 3 orientals. I hardly think it would go to 3, but I think it would be 2 easily enough. Here is a company that has a loophole left for it. Why is the clause left out of this contract where it is most essential? Why is that not put in there?—A. As I stated before, that clause has never been in the Canada, China, Japan contract.

Q. That is a very poor reason.—A. I have not been present at all the negotiations, but I presume the company would refuse to sign the contract if the clause were in.

Q. Well, we do not know that.—A. I cannot say as to that.

Q. There is a company with which it is possible to apply the policy of having a white crew, to a certain extent; and that very company is the one that the clause has never been applied to. It is not in the contract?—A. No, it is not in the contract.

Mr. NEILL: Well, there you are.

Mr. MACNICOL: What company is that?

WITNESS: The Canadian Pacific Railway.

The CHAIRMAN: Any information about that can be obtained from the C.P.R. when it makes its submission later.

WITNESS: Yes.

Mr. MACNICOL: When do you anticipate having the railway's representative here?

The CHAIRMAN: They cannot come until after Easter.

WITNESS: *Canada and New Zealand:* The usual "British Subjects" clause is included in the contract. The contractors state that 445 Australians, 55 New Zealanders, 8 Canadians and 2 Fijians (all British subjects), are employed

on the two vessels *Aorangi* and *Niagara*, which sail every four weeks from Vancouver and Victoria to the Fiji Islands, Auckland and Sydney, returning the same way.

By Mr. Neill:

Q. Is that clause in?—A. Yes.

MR. NEILL: Then the question arises as to why this company had it in and the other company had not.

WITNESS: The large proportion of Australians and New Zealanders employed may be explained by the fact that prior to 1932 the line was owned and operated by the Union Steamship Company of New Zealand, and it was not until that year that the Canadian Pacific purchased a half-interest in the subsidized service; the other half being still held by the Union Steamship Company of New Zealand. New Zealand also pays a subsidy of £20,000 a year to this line for the northbound mail service from New Zealand to Canada.

By Mr. Neill:

Q. How much?—A. £20,000. Roughly, \$100,000.

Q. You are increasing the subsidy here, I see?—A. Yes. This is a line which is suffering very severely from American competition, and if it does not get more assistance we are informed it will have to be taken off.

By Mr. MacNicol:

Q. In spite of the oriental labour?—A. There is no oriental labour on this. This is to Australia.

By the Chairman:

Q. What effect has the Empire trade treaties on the trade between Canada and New Zealand?—A. Well, we have a trade agreement with New Zealand and we have a trade agreement with Australia and they are both beneficial.

Q. Has the trade peak been going up or down in the last two or three years, do you know?—A. I have got the figures here, but I think it has been going up.

Q. You spoke about the company needing more assistance, or it might go out of business?—A. Yes.

Q. That is the reason for the increased subsidy from \$200,000 to \$300,000?—A. Yes.

MR. HILL: Trade dropped rapidly from 1930 to 1933. It has been picking up since.

WITNESS: Just a minute. I think I can give you that.

THE CHAIRMAN: That might explain it. I think there has been an increase the last two years.

WITNESS: Our exports to Australia in 1932 were \$5,387,982; in 1933, \$7,312,574; in 1934, \$12,138,869; and in 1935, \$18,081,847.

MR. NEILL: We were not dealing with Australia.

WITNESS: This service goes to New Zealand and Australia. As far as New Zealand is concerned, our exports have gone up in this way: In 1932 they were \$3,724,225; in 1933, \$3,608,500; in 1934, \$4,480,219; in 1935, \$7,344,785.

By Mr. Neill:

Q. And yet it is necessary to increase the subsidy?—A. The service is not making any profit, and if it cannot be supported it will have to be taken off.

Q. That might damage your trade?—A. Well, the trade can be carried by freight steamers; but this service is the only connection for mails, passengers and fast freight that we have with New Zealand.

[Mr. F. E. Bawden.]

Q. Do the *Niagara* and the *Aorangi* go straight to Vancouver, or do they call at Seattle first?—A. They do not call at Seattle. They sail directly to and from Vancouver and Victoria to the Fiji Islands, Auckland and Sydney, and back again the same way.

By Mr. MacInnis:

Q. The trade practically doubled since 1932 to 1933?—A. Yes.

Q. That is the total trade. It does not mean that these boats have doubled their trade?—A. No.

Q. But surely they would get a certain amount of the increase?—A. Well, I can tell you this, that since 1932 their freight carried has gone up. But since 1932 they have not carried as much freight as they carried in the year 1929.

By Mr. MacNicol:

Q. That was a peak year?—A. That was a peak year.

Q. They have gone up since 1930?—A. In 1930 they dropped; 1931 they dropped some more; 1932 they dropped again; 1933 they went up; 1934 they went up.

Q. From 1933 trade has increased?—A. And in 1935 they went down.

Q. They went down again in 1935?—A. Down again. If the trade increased, it did not go by these boats.

WITNESS: *Prince Rupert and Queen Charlotte Islands:* This is a Canadian National service, employing all Canadian citizens, between Prince Rupert, the Queen Charlotte Islands, and Vancouver.

By the Chairman:

Q. That is a fortnightly service?—A. Yes, that is a fortnightly service in each direction, north and south; one week north and the next week south.

Vancouver and the British West Indies: No "British Subjects" clause is included in the contract.

These are chartered vessels and a number of them are foreign vessels, and the contractors have no control over their crews.

In regard to this service, there does not appear to be sufficient cargo offering in British Columbia to fill one ship per month for the British West Indies at present, and consequently there is not sufficient traffic to support a round-trip service from British Columbia to the West Indies and back again, particularly in view of the Panama Canal dues which have to be paid.

The arrangement which has been made with the Canadian Transport Company, and which has been followed since 1927, is that the company shall put chartered steamers on the berth in British Columbia at intervals of from 4 to 8 weeks, according to the amount of cargo offering, and load cargo for the British West Indies, taking all the cargo offering; and they are then permitted to fill the balance of the ship with other cargo, which is usually for the United Kingdom, or possibly, in some cases, for the Atlantic coast of the United States. The vessels go to the British West Indies first, unload their cargo for those islands, which usually averages about 25 per cent of the vessel's capacity, and then proceed to their destination. For the purpose of carrying out this service, the contractors, who may have 40 or 50 vessels under charter at one time, select from those vessels such as may be in a suitable position to carry on an approximately monthly service. The subsidy is very small, \$2,750 per trip, less than the Panama Canal dues on each ship and is just sufficient to compensate for the cost of deviation to Trinidad and Barbados, with a very small balance of profit.

By Mr. MacNicol:

Q. Are there any orientals on those ships?—A. They are chartered ships and we do not know what the crews may be. But if they are British ships, I

think they would be British crews. If there were some Scandinavian ships employed, they would have Scandinavian crews.

By the Chairman:

Q. The round trip takes how long between Vancouver and the West Indies?
—A. They do not make round trips. They just go the one way.

By Mr. Neill:

Q. If these are all chartered boats, why do they give us just the names of five boats?—A. Just as specimens.

Q. Just as what?—A. Just as samples. These and similar boats—"and other chartered vessels."

Q. Has the shipping company considerable standing, this Canadian Transport Company? Did you ever hear of it?—A. As I say, they are a company that have at the present time nearly 50 vessels afloat.

Q. Fifty vessels chartered?—A. Chartered and afloat at this time. They must be of pretty considerable standing. They are engaged largely in carrying lumber from British Columbia to the United Kingdom, the West Indies, and Australia.

Q. They may be quite a legitimate company. I had an idea that a shipping company was one that owned ships. But apparently there is quite a business in just simply chartering boats. They may be quite a big company, as far as I know. I do not want to attack their standing, because I know nothing of them at all.—A. It is sometimes more convenient to charter ships than to own them. You do not run into such a large overhead expense.

Q. It is like renting a house instead of owning it?—A. That is exactly it.

Mr. MACINNIS: Has that company any connection with the H. R. MacMillan Lumber Company?—A. Yes. Mr. MacMillan is connected with this company, the Canadian Transport Company.

By Mr. Neill:

Q. That is a MacMillan outfit?—A. Yes.

By the Chairman:

Q. It says:—"The vessels go to the British West Indies first, unload their cargo for those islands, which usually averages about 25 per cent of the vessel's capacity, and then proceed to their destinations." What destinations are they?—A. As I say there, it may be the Atlantic coast of the United States, or it may be Europe. I think they mostly go to the United Kingdom.

Vancouver and the Northern Ports of British Columbia: The contractors, the Union Steamships, Limited, who are not to be confounded with the Union Steamship Company of New Zealand, Limited, employ 210 Canadian citizens and eighteen Chinese on their subsidized vessels. The usual "British subjects" clause is included in the contract.

By Mr. Neill:

Q. That is the percentage?—A. Yes.

Q. One-third?—A. Two-thirds British.

Q. Two-thirds must be white?—A. Two-thirds must be white; in this case it is over 90 per cent.

Q. I think it says two-thirds must be British subjects, not white?—A. British subjects.

[Mr. F. E. Bawden.]

By the Chairman:

Q. What is the frequency of this service?—A. It is irregular, according to the time of the year. In the summer the service is much more frequent than in the winter. They run according to a very complicated schedule, which might be from two trips a week to one a week, or one every two or three weeks, according to the ports served.

By Mr. Neill:

Q. They give a good service?—A. Yes.

Q. They travel almost entirely in the district I represent. They give a good service.—A. Yes.

Victoria, Vancouver and Skagway: The contractors, the Canadian Pacific Railway, employ from time to time, according to the season of the year, such vessels from their entire coastal fleet as may be suitable. It is therefore impossible to state how many Canadian citizens are employed on this particular service, as the number varies from time to time, but it is stated by the contractors that on their entire coastal fleet they employ 674 whites, who are said to be practically all Canadian citizens, and 64 Orientals, some of whom are Canadian citizens.

Q. Did you say the clause was omitted in that case also?—A. No, I did not say anything about the clause. I think the clause is in the contract.

By Mr. MacInnis:

Q. Which one are you dealing with now?—A. Victoria, Vancouver, and Skagway.

By Mr. Neil:

Q. I should like that point brought out?—A. Yes. Just a moment. The "British subjects" clause is in that contract.

Q. Well, it is not in the one at the top of the page where it really counts, 1,783 orientals?—A. No; because it has been found impractical to put it in, I suppose.

Q. It is put in where it is harmless, and left out where it might do some good?—A. *Victoria and the West Coast of Vancouver Island:* The remarks which I have just made in regard to the preceding Skagway service also apply to this service. That is to say this service is performed by vessels of the general coastal fleet, and sometimes there is one vessel on the route, and sometimes another.

By the Chairman:

Q. They give a good service?—A. An excellent one.

Other subsidized services: With respect to the remaining subsidized services, which are all in and around Eastern Canada, all employees, with the exception of two, are stated to be Canadian citizens.

If any further information is required by the committee, Mr. Chairman, I shall be glad to answer any questions to the best of my ability.

The CHAIRMAN: Gentlemen, we have had a splendid submission from Mr. Bawden this morning. Have you any further questions to ask before we adjourn?

Mr. MACNICOL: As far as I can see, and as far as I have heard, Mr. Bawden has given a very exhaustive summary of the matters that we are to look into. I am sure when we read his evidence contained in the next issue of the committee report, we shall find it will assist us materially in our further conferences.

The CHAIRMAN: Yes. Personally I am very glad Mr. Bawden was brought back to the committee. His two submissions read together ought to give members of the committee all the information desired.

Mr. NEILL: May I point out for the benefit of the members of the committee who come from the Maritimes, that we on the British Columbia coast appear to have only two ships to their forty, and I hope they will remember that at some future time.

Mr. MACNICOL: The difference is their ships down there are considerably smaller than those engaged in British Columbia waters.

Mr. NEILL: They have ships there of 32,000 and 40,000 in the aggregate.

Mr. MACNICOL: The coastal service from Pictou to some small islands would not compare with the British Columbia coastal service.

Mr. NEILL: I am not complaining at all; I am just mentioning it, that is all.

The CHAIRMAN: Mr. Neill likes to have quantity as well as quality.

Mr. HILL: You must realize that the Maritimes are very much more important. There are a lot of fishing villages along the coast in the Maritimes.

The CHAIRMAN: Have you any further questions? If there are no further questions, I may say to the members of the committee that we shall not meet again until after Easter. At our next meeting we shall have the C.P.R. representatives who will be ready to make their submission. This submission will be a very important one, and we should like to have a large attendance at that meeting.

On motion of Mr. McIvor, the committee adjourned to meet again at the call of the chair.

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Canada - Industrial and International
Relations, Banking Committee

SESSION 1936

HOUSE OF COMMONS

STANDING COMMITTEE

ON

INDUSTRIAL AND INTERNATIONAL RELATIONS

MINUTES OF PROCEEDINGS AND EVIDENCE

(The Employment of Greater Numbers of Canadian Citizens on
Canadian Subsidized Ships)

No. 5—MAY 8, 1936

WITNESSES:

Captain Edmund Aikman, R.N.R., General Superintendent of the Trans-Pacific Service for the Canadian Pacific Railway Company.

Mr. E. P. Flintoft, General Counsel for the Canadian Pacific Railway Company.

OTTAWA

J. O. PATENAUDE, I.S.O.

PRINTER TO THE KING'S MOST EXCELLENT MAJESTY

1936

MINUTES OF PROCEEDINGS

FRIDAY, May 8, 1936.

The Standing Committee on Industrial and International Relations met this day at 11 a.m.

The Chairman, Mr. C. R. McIntosh, presided.

Members present:—Messrs. Black (Mrs.), Blackmore, Church, Deslauriers, Dubuc, Howden, Isnor, Jean, Lacroix (*Quebec-Montmorency*), MacInnis, MacNicol, Macphail (Miss), McIntosh, McIvor, McKay, Neill, Rogers, St. Pere, MacKenzie (*Neepawa*),—(19).

The Minutes of meeting held on April 3, 1936, read and adopted.

The Chairman, Mr. C. R. McIntosh presented the following report for the sub-committee:

THURSDAY, May 7, 1936.

REPORT OF THE SUB-COMMITTEE

To the Committee on Industrial and International Relations.

Your Sub-Committee, Recommends, That the president of the Seamen's Union of Halifax be summoned to appear as a witness on Monday next, May 11, 1936.

Your committee also recommends that in view of the very friendly Trade relations existing between Canada and Japan,

That a representative of the Japanese Seamen should be called to make a presentation on their behalf.

C. R. MCINTOSH,
Chairman.

Ordered,—That the communications received by the Clerk and the Chairman be printed in the record.

Ordered,—That the Clerk communicate with the Chinese Consul General in Ottawa and inform the Consul that the committee would hear a witness presenting the case for the Chinese seamen on the Pacific coast if they should so desire.

Mr. E. P. Flintoft, General Counsel for the Canadian Pacific Railway Co., appeared before the committee to present their opinion of the subject matter of the Order of Reference.

Capt. Edmund Aikman, R.N.R., general superintendant of the Trans-pacific Service of the Canadian Pacific Railway Co., was called, sworn, and examined.

The hour being 1 o'clock the committee adjourned to meet again at 4 o'clock in the afternoon.

AFTERNOON SESSION

The Committee re-covened at 4 p.m.

The Chairman, Mr. C. R. McIntosh, presided.

Members present:—Messrs. Black (*Mrs.*), Howden, Isnor, Lacroix (*Quebec-Montmorency*), MacInnis, MacKenzie (*Neepawa*), MacNicol, Macphail (*Miss*), McIntosh, McIvor, McKay, Neill,—12.

In attendance, Mr. E. P. Flintoft, general counsel for the C.P.R.

Capt. Edmund Aikman, R.N.R., recalled and further examined.

Witness discharged.

Ordered,—That Submission of the Seafarers Industrial Union of Vancouver be printed as Appendix No 1 to this day's evidence, and that the further Submission of Vancouver Merchants Exchange be printed as Appendix No. 2 to this day's evidence.

On motion of Mr. McIvor, seconded by Mrs. Black, a vote of thanks was tendered to Mr. Flintoft and Captain Aikman for the fine presentation made by them before the committee.

The committee then adjourned to meet again on Monday, May 11, at 11 a.m.

WALTER HILL,

Clerk of the Committee.

MINUTES OF EVIDENCE

HOUSE OF COMMONS, ROOM, 268,

OTTAWA, MAY 8, 1936.

The Standing Committee on Industrial Relations met this day at 11 a. m., The Chairman, Mr. McIntosh, presided.

The CHAIRMAN: We now have a quorum and we had better begin our meeting. We will have the minutes of our last regular meeting read.

The Secretary of the committee read the minutes.

The CHAIRMAN: You have heard the minutes of our last meeting read, gentlemen. What is your pleasure?

Mr. NEILL: Did the secretary say that something was not necessary and was cut out? What was that?

The SECRETARY: The only part that was eliminated was the part by Mr. Church.

The CHAIRMAN: You will remember that Mr. Church remained in the last meeting only a few minutes and took up some time making an explanation with regard to the cut in relief grants in Ontario. We did not think that his remarks dealt with the subject matter before the committee so they were eliminated.

Mr. HOWDEN: I move that the minutes of the last meeting be adopted.

Mr. MACINNIS: I second the motion. (Carried)

The CHAIRMAN: The next business is the report of the sub-committee, which dealt with the submission of the Nova Scotia Seamen's Union of Halifax, whose representative will make a submission on next Monday at eleven o'clock a. m.

Mr. ISNOR: The Seamen's Union of Nova Scotia.

Mr. MCINTOSH: Yes.

Mr. MACNICOL: Will that submission be made in writing?

The CHAIRMAN: Yes. Then your sub-committee the other day dealt with a request that Canadian citizens of Japanese origin in Vancouver be allowed to make a submission to the Industrial and International Relations Committee, and your sub-committee accepted the proposal and we hope the submission will be made on May 22, two weeks from today.

Mr. HOWDEN: Have we the authority to accept that?

The CHAIRMAN: Both of those submissions are before the meeting in the report of the sub-committee, which I will now read:—

Thursday, May 8, 1936.

REPORT OF SUB-COMMITTEE

To the Committee on Industrial and International
Relations:

Your Sub-Committee recommends That the president of the Seamen's Union of Halifax be summoned to appear as a witness on Monday next, May 11, 1936.

Your committee also recommends that in view of the very friendly Trade relations existing between Canada and Japan.

That a representative of the Japanese Seamen should be called to make a presentation on their behalf.

C. R. McINTOSH, Chairman.

What is your pleasure with regard to the first submission by the Seamen's Union of Nova Scotia on Monday next?

Mr. MACNICOL: Does the Seamen's Union of Nova Scotia desire to send a representative here?

Mr. ISNOR: I understand the man is on his way.

The CHAIRMAN: Mr. Isnor, did I understand you to say that there will be a representative of the provincial government here also?

Mr. ISNOR: No, but the representative will likely carry credentials from the Longshoremen's Union.

I move that the first submission of the sub-committee be adopted.

Mr. MACINNIS: I second the motion.

The CHAIRMAN: It has been moved by Mr. Isnor, seconded by Mr. MacInnis, that the report of the sub-committee with regard to the first submission be adopted. (Carried)

What is your pleasure with regard to the second submission of your sub-committee?

Mr. MACNICOL: I understand that the Chinese are said to be partly responsible for the matter being referred to. So far we have not heard very much about the Japanese.

The CHAIRMAN: We have heard about the Oriental crews, and Japanese form part of them in the coastal service. We have had no suggestion as yet from any Chinese organization.

Mr. MACNICOL: Is it not so that the crews are very largely Chinese and not so much Japanese?

The CHAIRMAN: In some services there would be Chinese. Those trans-Pacific in nature.

Mr. REID: There are no Japanese in the trans-Pacific service.

Mrs. BLACK: The Japanese run their own fishing boats.

Mr. REID: The Japanese fishing boats are manned by Japanese and the Japanese liners are manned by Japanese entirely, but the boats we subsidize are manned largely by Chinese, and no Japanese. There are no Japanese involved in this question of subsidy.

Mr. MACNICOL: I would like to hear Mr. Reid's comment on the Japanese.

Mr. REID: I have nothing to say against hearing them here.

Mr. HOWDEN: If the Japanese are not a factor in this inquiry it seems to me that unnecessary expense will be involved in bringing them here. On the other hand, these Orientals are those against whom the inquiry of this committee is directed, if I may put it that way, and if there is any application at all then in all fairness I daresay they ought to be allowed to speak for themselves.

The CHAIRMAN: They appear to desire to come before the committee, and on account of our external trade relations with Japan I think it would be unwise to refuse their application.

Mr. MACNICOL: Perhaps they will speak for the Chinese, too.

Mr. NEILL: Why not summon their representative and pay his expenses? We might secure some very useful information from him. I think their representative should be compulsorily summoned and his expenses paid.

Mrs. BLACK: I do not think the Chinese are organized in the way the Japanese are.

Mr. NEILL: The Chinese have all kinds of tongs.

Mr. REID: I say in fairness that the Japanese should not be heard unless the Chinese are heard.

The CHAIRMAN: There is no desire to eliminate the Chinese if they wish to appear before the committee.

Mr. ISNOR: You are dealing with a request from the Japanese now.

The CHAIRMAN: Yes; it came through the Japanese minister.

Mr. ISNOR: I do not see that we can do otherwise than follow the recommendation of the subcommittee in view of this request by this body of Japanese to appear before this committee.

Mr. NEILL: Who wrote to the committee?

The CHAIRMAN: The head of the Japanese Legation in Ottawa requested the privilege of making a submission.

Mr. HOWDEN: I have no objection to the Japanese coming before the committee. In the beginning it seemed to me that if we permitted the Japanese to make a submission of their own we would also have to permit the Norwegians, Danes, Icelanders, and all others who might wish to appear before the committee; but since these people are those against whom the inquiry seems to be requested, they should have the privilege of coming before the committee. Why not deal with the Chinese at the same time?

The CHAIRMAN: What is the pleasure of the committee with regard to hearing representatives of the Chinese if they desire to appear?

Mr. NEILL: I think they should be invited to appear.

The CHAIRMAN: We did not invite the Japanese to appear.

Mr. NEILL: The Japanese are a more literate nation and keep themselves informed. Because the Chinese are illiterate is no reason why they should not be heard by this committee, because this is a very important matter.

The CHAIRMAN: There is no disposition on the part of any member of the subcommittee to deal unfairly with the Chinese, as far as I am aware. We simply dealt with the request sent to us through the Japanese Legation and submitted our report to you this morning. There was no request from the Chinese.

Mrs. BLACK: If you really want to find out whether the Chinese desire to be represented, why not ask their minister here?

The CHAIRMAN: Yes, we could do that. Up to the present time there has been no request, verbal or otherwise. What is the wish of the committee with regard to the submission by the Japanese?

Mr. MACINNIS: I move that the report of the committee be adopted in that respect.

Mrs. BLACK: I second the motion. (Carried).

Mr. HOWDEN: What about the Chinese?

The CHAIRMAN: I understand that we are to get in touch with the Chinese minister here.

Mr. HOWDEN: Has a motion gone through?

The CHAIRMAN: If you think it is necessary to make a motion, you may do so.

Mr. HOWDEN: I understand the secretary to say it is not necessary.

Mr. HOWDEN: That does not clear the matter up. I think it should be pointed out to these people that permission is being given to the Japanese to make a submission on their own behalf with regard to Oriental labour on our steamships, and that if the Chinese want to do the same thing they may do so.

The CHAIRMAN: Is that satisfactory?

Mr. HOWDEN: I so move.

Mr. MACINNIS: I second the motion.

Mr. ISNOR: What is the motion?

Mr. HOWDEN: I moved, seconded by Mr. MacInnis, that one of the Chinese authorities or someone representing the Chinese government be communicated with and informed that permission has been given to the Japanese seamen to make a submission before this committee with regard to Oriental labour on these ships, and that the same privilege will be extended to the Chinese.

The CHAIRMAN: I understand that China is represented in Canada by a Chinese Consul-General, not a Minister. Is there any discussion on the motion? (Carried)

Mr. REID: On the matter of representation, the committee was good enough to have one representative sent for on behalf of the Seamen's Association of Vancouver, and they have written to me asking that they be allowed the privilege of sending one of their own men as a follow-up witness if they find it necessary to combat the statements of representatives of steamship companies or others. They feel that statements might be made by steamship company representatives and others that they would like to answer.

The CHAIRMAN: I think we had better let the sub-committee deal with that matter. We have a long submission this morning, and personally I would like to get it done.

Mr. MACNICOL: I have no objection to the committee receiving all the evidence they can.

The CHAIRMAN: When are we going to get finished?

Mr. NEILL: On the 17th of June.

Mrs. BLACK: I suggest that if the seamen send another representative he should be prepared before he comes here. The last representative was not prepared.

The CHAIRMAN: We have some communications next to be dealt with. The committee passed a resolution on Friday, March 27, 1936, in regard to asking the clerk to ascertain the wages paid to white crews, detailing the various crews, and also the Oriental crews in respect to certain shipping companies. Also the cost of feeding white crews and the cost of feeding Oriental crews by these companies. We have the information to hand from the Union Steamship Company. We have not yet received the information from the Silver-Java Line, but they have written to the effect that as soon as they get the information they will forward it to the committee. What is your pleasure with regard to this correspondence? Do you want it put into the record of the proceedings?

Mr. NEILL: What about the C.P.R. and other lines?

The CHAIRMAN: We did not ask the Canadian Pacific Railway. The Canadian Pacific representatives are here this morning, and you can ask them directly. With regard to the Canadian National Railway we wrote them along the same line and the information is here from the Canadian National Railway, after some delay.

Mr. ISNOR: I would not say that the information is there because it is not complete. It does not give the cost of feeding the crews as outlined in the resolution.

The CHAIRMAN: It would be well to put this information we have on the record, and if we can get it more completely we can add to it later.

Mr. NEILL: Does it not give the information we asked?

The CHAIRMAN: Mr. Isnor says it is not as complete as he would like.

Mr. ISNOR: It is a case of having it as requested. It is not the information asked for.

Mr. NEILL: It does not give you the costs?

Mr. ISNOR: No.

The CHAIRMAN: I have another communication with regard to the employment of Canadians on subsidized ships, from Mr. J. Hamilton, secretary of the Vancouver Merchants' Exchange, and another communication from W. Slater, secretary of the Seafarers Industrial Union, 47 Powell Street, Vancouver, B.C., criticizing the submission made by Mr. O'Donovan. These are all the communications. What is your pleasure with regard to them all?

Mr. HOWDEN: I move that they be extended on the record.

Mr. REID: I second the motion.

Mr. McIVOR: Can we get copies of those documents?

Mr. MACNICOL: If they are extended on the record of the proceedings they will be available.

Mr. NEILL: Will all these letters be printed?

The CHAIRMAN: There is nothing wrong with what the Canadian National Railways say, and nothing wrong with what the Union Steamship of British Columbia Limited say. That is the practically complete information asked for by the committee. As far as the submission by the Vancouver Merchants' Exchange is concerned, it is readable. The communication from the Seafarers' Industrial Union simply criticizes the submission made by Mr. O'Donovan, criticizing it quite severely. I think every member of the committee should read all these communications.

Mr. NEILL: Let them be printed into the record.

The CHAIRMAN: Any discussion? (Carried.)

SILVER-JAVA PACIFIC LINE

VANCOUVER, B.C.,

April 1, 1936,

File No. 8-13.

WALTER HILL, Esq.,

Committees and Private Legislation Dept.,

House of Commons,

Ottawa, Ont.

DEAR SIR:

We beg to acknowledge your letter of March 28 requesting details of wages, together with the cost of feeding crews employed by the vessels of the Silver-Java Pacific Line and hope to be able to furnish you with a reply when these particulars have been received from our principals.

Yours very truly,

DINGWALL COTTS & COMPANY LTD.,

By (sgd.) F. J. PICKETT,

Mgr.

UNION STEAMSHIP COMPANY OF BRITISH COLUMBIA LIMITED

April 6, 1936.

Clerk of the Standing Committee on Industrial and International Relations,
Room 431,
House of Commons,
Ottawa, Ont.

DEAR SIR:

Replying to your letter of the 28th ult., we beg to attach the information called for in the order set forth in your application.

Yours truly,

(sgd.) HAROLD BROWN,
Managing-Director.

UNION STEAMSHIP LIMITED

(1) Wages paid to white crews:

Deck:	Monthly Rate	
Quartermasters and winchmen	71.25	
Stevedores—Watchmen	66.50	
Deckhands	61.75	
Deckhands—On day boats when called to take wheel account no Quartermaster	66.50	
Engine Room:		
Oilers	76.50	
Firemen	67.50	
Stewards' Department:	June, July, Aug.	Sept.-May
Linemen	64.50	60.00
Nightmen	58.50	54.00
Waiters	54.00	49.50
Mess boys	40.50	40.50
Porters	36.00	36.00

(2) Wages paid to Oriental crews:

Cooks:	
Chief Cooks—"Cardena"—"Catala"	95.00
Other passenger boats	80.75
Freight boats	71.25
Second Cooks—"Cardena," "Catala," Venture" and "Chelohsin"	66.50
Other passenger boats	61.75
Freight boats	52.25
Third Cooks—"Cardena"—"Catala"	57.00
All other boats	52.25
Fourth and Fifth Cooks	52.25
Engine Room:	
Oilers	76.50
Firemen	67.50

(3) The cost of feeding white crews is \$25 per man per month.

(4) The cost of feeding Oriental crews is \$25 per man per month.

April 4, 1936.

Mr. E. E. TEDFORD,
General Superintendent,
Canadian National Steamships,
384 St. James Street West,
Montreal.

Dear Sir,—

I am instructed by the Standing Committee on Industrial and International Relations of the House of Commons, investigating a reference of the House, viz., the employment of a greater number of Canadian citizens on Canadian Subsidized Ships, to request the Canadian National Steamships to supply it with the information asked for in the resolution adopted by the Committee on *Friday, March 27, 1936*.

For your information, a copy of the resolution:—

Resolved.—That the Clerk be instructed to write the Shipping Companies and ask for a statement showing:—

- (1) The wages paid by them to White Crews detailing the various grades.
- (2) The same applied to Oriental Crews.
- (3) The cost of feeding White Crews.
- (4) The cost of feeding Oriental Crews.

Yours truly,

(Sgd.) WALTER HILL,

Clerk of the Committee.

N.B.—Under separate cover I am sending to you copies of printed evidence taken on this subject up to date.

“CANADIAN NATIONAL STEAMSHIPS

May 6, 1936.

WALTER HILL, Esq.,
Clerk of the Committee on Industrial and
International Relations,
House of Commons,
Ottawa, Ont.

Dear Sir,—

Referring to your letter of April 4 and my reply of the 23rd ultimo.

As requested over the telephone yesterday, I take pleasure in sending you herewith list of crews carried on our West Indian steamers, passenger and freight, both Eastern and Western services.

You will note we do not carry Orientals and all our crews both white and coloured, are British subjects, with one exception.

I trust this will give you the information you desire.

Yours truly,

(Sgd.) E. E. TEDFORD,

General Manager.”

May 1, 1936.

WESTERN "LADY" BOATS—TWO SHIPS

Rating	Total number carried	Rate of pay	Bonus	Nationality			Colour
				Canadian	British	Foreign	
Masters.....	2	\$275.00 less 10%		2			White
Chief Officers.....	2	175.00 less 10%		2			"
First Officers.....	2	160.00 less 10%		2			"
2nd Officers.....	2	145.00 less 10%		2			"
3rd Officers.....	2	120.00 less 10%		2			"
Surgeons.....	2	175.00 less 10%		2			"
Pursers.....	2	175.00 less 10%		2			"
Assistant Pursers.....	2	100.00 less 10%		2			"
Purser's Clerks.....	2	65.00 less 10%		2			"
Carpenters.....	2	70.00 less 10%		2			"
Bosuns.....	2	60.00 less 10%			2		"
Bosun's Mates.....	2	52.50 less 10%		1	1		"
Quartermasters.....	8	54.00 less 10%		8			"
Able Seamen.....	24	50.00 less 10%		22	2		"
Ordinary Seamen.....	4	35.00 less 10%		4			"
Chief Engineers.....	2	225.00 less 10%			2		"
2nd Engineers.....	2	175.00 less 10%		2			"
3rd Engineers.....	2	145.00 less 10%			2		"
4th Engineers.....	2	120.00 less 10%		1	1		"
Junior Engineers.....	6	100.00 less 10%		4	2		"
Sr. Refrig. Engineers.....	2	160.00 less 10%		2			"
2nd " ".....	2	120.00 less 10%		2			"
3rd " ".....	2	100.00 less 10%		2			"
Electricians.....	2	120.00 less 10%		1	1		"
Plumbers.....	2	100.00 less 10%		2			"
Donkeymen.....	2	45.00			2		Black
Oilers.....	12	43.20			12		"
Firemen.....	14	40.80			14		"
Chief Stewards.....	2	144.00	8.33	2			White
2nd ".....	2	108.00	6.25	2			"
Storekeeper.....	2	70.00	10.00	2			"
Barkeeper.....	2	67.50		1	1		"
Stewardess.....	2	50.00		2			"
Asst. Stewardess.....	2	40.00		2			"
Chef.....	2	135.00	6.67	2			"
Baker.....	2	110.00		2			White
Head Waiters.....	2	45.00	7.50		2		Black
Deck Stewards.....	2	40.00	5.00		2		"
Smokerroom Stewards.....	2	27.50	5.00		2		"
Printers.....	2	40.00	7.50		2		"
Linenkeeper.....	2	37.50	7.50		2		"
Chief Bedroom Stewards.....	2	32.50	5.00		2		"
Library Stewards.....	2	27.50	5.00		2		"
Waiters, Asst. Stewards, etc.....	63	22.50	5.00		63		"
Bell Boys.....	8	15.00	5.00		8		"
Laundrymen.....	2	65.00			2		"
Asst. Laundrymen.....	2	55.00			2		"
2nd Cooks.....	2	108.00		2			White
Asst. Cooks.....	6	50.00	7.50		6		Black
Ships Cooks.....	2	50.00	5.00		2		"
Ships Boy, Butcher's Boy, etc.....	8	15.00	2.50		8		"
Butchers.....	2	90.00		2			White
Asst. Baker.....	2	75.00		2			"
Pantryman.....	2	42.50	7.50		2		Black
Asst. Pantrymen.....	2	22.00	5.00		2		"
	243			92	151		

NOTE.—Bonus for Victualling Department ratings paid after six months service and dependent on economy and efficiency. The bonus paid out averages 90% of total amount allowed.

All coloured ratings are British Subjects emanating from British West Indies.

All Whites are domiciled in Canada.

May 1, 1936

EASTERN "LADY" BOATS—THREE SHIPS

Rating	Total number carried	Rate of pay	Bonus	Nationality			Colour
				Canadian	British	Foreign	
Masters.....	3	\$275.00 less 10%		3			White
Chief Officers.....	3	175.00 less 10%		3			"
First Officers.....	3	160.00 less 10%		3			"
2nd Officers.....	3	145.00 less 10%		3			"
3rd Officers.....	3	120.00 less 10%		3			"
Surgeons.....	3	175.00 less 10%		3			"
Pursers.....	3	175.00 less 10%		3			"
Assistant Pursers.....	3	100.00 less 10%		3			"
Purser's Clerks.....	3	65.00 less 10%		3			"
Carpenter.....	3	70.00 less 10%		3			"
Bosun.....	3	60.00 less 10%		3			"
Bosun's Mates.....	3	52.50 less 10%		1	2		"
Quartermasters.....	12	54.00 less 10%		12			"
Able Seamen.....	36	50.00 less 10%		36			"
Ordinary Seamen.....	6	35.00 less 10%		6			"
Chief Engineers.....	3	225.00 less 10%			3		"
2nd Engineers.....	3	175.00 less 10%		1	2		"
3rd Engineers.....	3	145.00 less 10%			3		"
4th Engineers.....	3	120.00 less 10%		2		1	"
Junior Engineers.....	9	100.00 less 10%		8	1		"
Sr. Refrig. Engineers.....	3	160.00 less 10%		2	1		"
2nd Engineers Refrig.....	3	120.00 less 10%		3			"
Electricians.....	3	120.00 less 10%		2	1		"
Plumbers.....	3	100.00 less 10%		3			"
Donkeymen.....	3	45.00			3		Black
Oilers.....	9	43.20			9		"
Firemen.....	21	40.80			21		"
Chief Stewards.....	3	144.00	8.33	3			White
2nd Stewards.....	3	108.00	6.25	3			"
Storekeepers.....	3	70.00	10.00	3			"
Barkeepers.....	3	67.50		2	1		"
Stewardess.....	3	50.00		3			"
Asst. Stewardess.....	3	40.00		3			"
Chefs.....	3	135.00	6.67		3		"
Bakers.....	3	110.00		3			"
Head Waiter.....	3	45.00	7.50	3			"
Deck Steward.....	3	40.00	5.00	3			"
Printers.....	3	45.00	5.00		3		Black
Linenkeepers.....	3	50.00	7.50	3			White
Waiters, Asst. Stewards, etc.....	75	22.50	5.00	75			"
Assistant Pantrymen/Stewards.....	21	20.00	2.00		21		Black
Bell Boys, Galley Boys, etc.....	30	14.00	1.00		30		"
2nd and 3rd cls. Stewards.....	6	30.00	5.00		6		"
Laundrymen.....	3	55.00			3		"
Asst. Laundrymen.....	3	45.00			3		"
2nd Cooks.....	3	70.00	7.50		3		"
Asst. Cooks.....	6	50.00	7.50		6		"
Ships Cooks.....	3	50.00	5.00		3		"
Butchers.....	3	90.00		2	1		White
Asst. Bakers.....	3	75.00		3			"
Pantrymen.....	3	50.00	2.50		3		Black
Asst. Pantrymen.....	3	25.00	2.00		3		"
	354			218	135	1	

NOTE.—Bonus for Victualling Department ratings paid after six months service and dependent on economy and efficiency. The bonus paid out averages 90% of total amount allowed.

All colored ratings are British subjects emanating from British West Indies.

All British whites are domiciled in Canada.

May 1, 1936.

CAVELIER/CATHCART

Rating	Number Carried	Rate of Pay	Nationality		Colour
			Canadian	British	
Master.....	2	\$225.00 less 10%	2		White
Chief Officer.....	2	135.00 less 10%	2		"
2nd Officer.....	2	115.00 less 10%	2		"
3rd Officer.....	2	90.00 less 10%	2		"
Carpenter.....	2	65.00 less 10%	2		"
Bosun.....	2	57.00 less 10%	2		"
Able Seaman.....	12	50.00 less 10%	10	2	"
Ordinary Seamen.....	4	35.00 less 10%	4		"
Deck Hands.....	4	25.00 less 10%	4		"
Chief Engineer.....	2	190.00 less 10%	1	1	"
2nd Engineer.....	2	135.00 less 10%	1	1	"
3rd Engineer.....	2	115.00 less 10%	2		"
4th Engineer.....	2	90.00 less 10%	2		"
1st Ref. Engineer.....	2	130.00 less 10%	1	1	"
2nd Ref. Engineer.....	2	110.00 less 10%	2		"
Chief Steward.....	2	72.00	2		"
Cook.....	2	65.00		2	Black
2nd Cook.....	2	25.00		2	"
Saloon Steward.....	2	25.00		2	"
Mess Room Steward.....	2	20.00		2	"
Cabin Boy.....	2	14.00		2	"
Donkeymen.....	2	£8.8.9		2	"
Oilers.....	12	8.2.0		12	"
Firemen.....	8	7.3.0		8	"
	78		41	37	

NOTE.—All colored ratings emanate from British West Indies and all British whites are domiciled in Canada.

"CHOMEDY"—"COLBORNE"

May 1, 1936.

Rating	Number carried	Rate of pay	Nationality		Bonus	Colour
			Canadian	British		
Master.....	2	\$225.00 less 10%	2			White
Chief Officer.....	2	135.00 less 10%	2			"
2nd Officer.....	2	115.00 less 10%	2			"
3rd Officer.....	2	90.00 less 10%	2			"
Carpenter.....	2	65.00 less 10%	2			"
Bosun.....	2	57.00 less 10%	2			"
Able Seaman.....	12	50.00 less 10%	12			"
Ordinary Seamen.....	4	35.00 less 10%	4			"
Deck Hands.....	8	25.00 less 10%	8			"
Chief Engineer.....	2	180.00 less 10%		2		"
2nd Engineer.....	2	135.00 less 10%		2	+	"
3rd Engineer.....	2	115.00 less 10%	2			"
4th Engineer.....	2	90.00 less 10%	2			"
Donkeyman.....	2	£ 8. 8. 9		2		Black
Oilers.....	6	8. 2. 0		6		"
Firemen.....	8	7.13. 0		8		"
Chief Steward.....	2	124.00	2		5.00	White
2nd Steward.....	2	80.00	2		3.75	"
Chef.....	2	£18.15. 0		2	3.75	Black
2nd Cook.....	2	14. 2. 0		2	7.50	"
3rd Cook.....	2	7. 7. 6		2	5.00	"
Pantrymen.....	2	5. 5. 0		2	5.00	"
General Servant.....	6	4.15. 0		6	5.00	"
Saloon Boy.....	2	3. 2. 6		2	3.00	"
Officers' Steward.....	2	4. 5. 0		2	5.00	"
Engineers' Steward.....	2	4. 5. 0		2	5.00	"
	84		44	40		

"CORNWALLIS"

Rating	Number carried	Rate of pay	Nationality		Bonus	Colour
			Canadian	British		
Master.....	1	\$225.00 less 10%	1			White
Chief Officer.....	1	135.00 less 10%	1			"
2nd Officer.....	1	115.00 less 10%	1			"
3rd Officer.....	1	90.00 less 10%	1			"
Carpenter.....	1	65.00 less 10%	1			"
Bosun.....	1	57.00 less 10%	1			"
Able Seamen.....	4	50.00 less 10%	4			"
Ordinary Seamen.....	2	35.00 less 10%	2			"
Deck Hands.....	4	25.00 less 10%	4			"
Chief Engineer.....	1	180.00 less 10%		1		"
2nd Engineer.....	1	135.00 less 10%	1			"
3rd Engineer.....	1	115.00 less 10%	1			"
4th Engineer.....	1	90.00 less 10%	1			"
Donkeyman.....	1	41.00	1			Black
Oilers.....	3	39.35	3			"
Firemen.....	4	37.20	4			"
Chief Steward.....	1	90.00	1			White
2nd Steward.....	1	30.00	1			"
General Servants.....	2	22.50	2			Black
Chief Cook.....	1	60.00	1			"
2nd Cook.....	1	25.00	1			"
	34		33	1		

NOTE.—Bonus for Victualling Department ratings paid after six months service and dependent on efficiency and economy. The bonus actually paid out averages 90% of total amount allowed.

All coloured ratings are British subjects emanating from British West Indies, or British Guiana.

All British whites are domiciled in Canada.

VANCOUVER, B.C., April, 18th, 193

To the committee on Industrial and International relations.
House of Commons, Ottawa.

DEAR SIR:—The Seafarers Industrial Union hereby protests against the appearance of Mr. C. P. O'Donovan before the committee on Industrial and International relations as representing organized Seamen in Vancouver.

Mr. O'Donovan did not represent Seamen, on the contrary, his interests lies with that of the shipowners of British Columbia. His mythical organization was formed of strikebreakers during the strike of last year, there is not one man whom he recruited as strike breakers could be classed as Seamen according to the Maritime rules and regulations because they never had at any time previous experience aboard ships.

Furthermore Mr. O'Donovan was expelled from the National Labour Council of The A.C.C. of L. for previous anti-labour activities.

Therefore, we the Seafarers Industrial Union, at Vancouver and Victoria, consisting of a membership of 1200 bona fide Seamen request the repudiation of Mr. O'Donovan appearance before your committee.

Yours truly

N. SLATER, Secretary
Seafarers Industrial Union.
47 Powell St., Vancouver, B.C.

The CHAIRMAN: Then we have a statement this morning by the Canadian Pacific Railway Company. You will remember that a representative was to make a submission two or three weeks ago. I have a letter dated Ottawa, April 21, 1936, in which this statement is made:—

We would respectfully ask that the Committee on International & Industrial Relations hear us in respect to Mr. Reid's resolution regarding the employment of Orientals on ships receiving subsidies, on May 8th instead of the 24th instant as was suggested.

We have to gather considerable data which is taking some time and further our Solicitor who is to present the brief has an important engagement on May 1st, which it is necessary he attend. It will be absolutely impossible for us to appear on the 24th instant.

Yours very truly,

General Executive Assistant

That is an explanation of why our meeting has been delayed and why it could only be held to-day. Mr. Flintoft of the C.P.R. is here, and I presume it is the wish of the committee to hear Mr. Flintoft.

The secretary will administer the oath.

The CHAIRMAN: Mr. E. P. Flintoft, General Counsel for the Canadian Pacific Railway Company will now give us his brief.

Mr. FLINTOFT: I am really appearing as counsel for the company. Commander Aikman appears before you as a witness. I have here a brief, but I would not care to swear to it because it has been compiled by the officials of the company. The material has been assembled largely from the official records, and I can present it as such; but so far as the evidence it concerned Commander Aikman, who is in charge of the trans-Pacific services and possesses first-hand information, will testify before you.

I desire in the first place to submit a general brief that has been prepared, and I know that you are pressed for time so perhaps I may be permitted to comment upon a few features of it and the practical aspect of it will be dealt with by Commander Aikman.

The CHAIRMAN: The whole brief will be extended in the record of the proceedings.

Mr. FLINTOFT: Yes.

The CHAIRMAN: Is that satisfactory to the committee?

Mr. MACNICOL: Yes.

The CHAIRMAN: Very well, Mr. Flintoft.

Mr. FLINTOFT: This brief, sir, refers to the finding of the committee last year.

Mr. NEILL: Would you mind quoting the page number when you refer to anything specifically?

Mr. FLINTOFT: I am commencing at the first page. It deals with the shipping services which the company carries on: first, the trans-oceanic services, the trans-Atlantic and trans-Pacific; then the British Columbia Coast service, and finally the inland waters services throughout Canada. In the last nine services, that is to say, the inland waters services and the British Columbia Coast fourteen hundred Canadian citizens are employed.

Memorandum in respect to Resolution of Mr. Thomas Reid, M.P., regarding the employment of Canadian citizens on ships and vessels, the owners or charterers of which receive moneys from the Public Treasury of Canada.

[Mr. E. P. Flintoft.]

A similar Resolution was introduced by Mr. Reid last year and after hearings, the Committee on Industrial and International Relations in their report of June 13th, 1935, stated in part:—

Your Committee are of the opinion that while in view of the economic conditions and keen competition existing for international trade, the carriage of freight and passengers should not be unduly hampered, and while it appears from the evidence that owners of ships referred to are making reasonable efforts to comply, not only with their contracts but with the spirit of the Resolution referred to the Committee, nevertheless the Department of Government concerned should be urged to keep close check on the operations of such ships so as to secure employment for as many White Canadians as is reasonably possible.

In view of this enquiry and the Committee's report we see no reason why the matter should again become an issue, as there has been no change in conditions.

The Canadian Pacific Railway Company is the only Canadian company operating an express, passenger and freight service between the following points:—

1. Canada, Great Britain, France, Belgium and Germany.
 2. Canada, Honolulu, Japan, China and Manila.
 3. Canada, Fiji, New Zealand and Australia.
- (Canadian Pacific-part owned.)

In the British Columbia Coastwise Service the Company operates ships between:—

1. Vancouver and Northern British Columbia ports.
2. Vancouver to Skagway and way ports.
3. Vancouver to points on the West Coast of Vancouver Island.
4. Vancouver, Victoria and Seattle.
5. Vancouver to Nanaimo.

The company also operates steamship services.

6. Between Saint John, N.B., and Digby, N.S.
7. On the Great Lakes.
8. On the British Columbia Inland Lakes and Rivers.
9. Through its subsidiary the Dominion Atlantic Railway, a service on Minas Basin, in Nova Scotia.

Then on page 2 of the brief you will find the figures of subsidies received by the company for the fiscal year ended March 1936.

Mr. HOWDEN: Before leaving page 1, you state that in the services mentioned there are at present employed fourteen hundred White Canadian citizens?

Mr. FLINTOFT: Those are the last nine services, the British Columbia Coast, which is a group of five, and also the Inland Waters and the Bay of Fundy services.

Mr. NEILL: Leaving out the Pacific service.

Mr. FLINTOFT: Yes. I could not say positively that the fourteen hundred are white Canadian citizens, but they are all Canadian citizens in those particular services.

Mr. NEILL: They might be Orientals.

Mr. FLINTOFT: Possibly, if they are Canadian citizens of Oriental origin.

Mr. ISNOR: What about the first three lines?

Mr. FLINTOFT: The trans-Pacific and trans-Atlantic are not. Commander Aikman will deal with those services in detail later.

Mr. MACINNIS: Are the ships mentioned on the first page of your brief registered in Canada?

Mr. FLINTOFT: Some of them are. You are speaking now, Mr. MacInnis, more particularly of the Pacific ships?

Mr. MACINNIS: The statement appears: "The Canadian Pacific Railway Company is the only Canadian company operating an express, passenger and freight service," and so on, and I want to know are all those ships running between the points mentioned of Canadian registry, and if not, how many are.

Mr. FLINTOFT: I think on the Pacific service there are only two, the Russia and Asia, which are of Canadian registry. On the Atlantic I do not think any of our ships are of Canadian registry.

Mr. MACINNIS: Then to a large extent it is not a Canadian company.

Mr. FLINTOFT: I have always been given to understand that we are a Canadian company, but the port of registry of the ships does not necessarily coincide with the residence of the owner. That is very common throughout the world. The money that built the ships is Canadian money—well, not Canadian money because we have shareholders all over the world, but they are financed by the Canadian Pacific Railway Company.

Mr. NEILL: I cannot see that that is pertinent.

Mr. HOWDEN: Where would these ships be registered if not in Canada?

Mr. FLINTOFT: They are all registered in Great Britain.

I was going to refer to the subventions for the fiscal year ended March, 1936. For the service over the Atlantic between Canada and Great Britain we get \$500,000, which on the main estimates was cut to \$250,000.

On the trans-Pacific we got last year \$749,000, which has been cut to \$600,000.

Mr. REID: That is \$600,000 for this year?

Mr. FLINTOFT: Yes.

The CHAIRMAN: Those are not up to date.

Mr. FLINTOFT: This is for the fiscal year ended March, 1936.

For the Vancouver-Alaska service we get \$12,000, and for the Vancouver-West Coast Vancouver Island we get \$10,000 and for the Minas Basin \$2,000.

In addition to the amounts covering the Alaska and West Coast services we received from the Post Office Department a small additional payment for the carriage of mails.

Mr. NEILL: Do you know what that amount is?

Mr. FLINTOFT: About \$10,000.

Mr. NEILL: And the West Coast?

Mr. FLINTOFT: That is for the two services.

Mr. NEILL: The Vancouver-Alaska and the Vancouver West Coast?

Mr. FLINTOFT: Yes.

Mr. NEILL: \$10,000 or \$12,000.

Mr. FLINTOFT: Possibly it is \$12,000.

The shipping industry practically the world over, has for some years been at low ebb. Lines operating on scheduled routes in many instances have not been able to meet out of pocket expenses, let alone depreciation charges and interest on the money invested in their fleets, and Governments have recognized the necessity of coming to their assistance in order to maintain essential trade routes.

[Mr. E. P. Flintoft.]

Then follows a statement as to the assistance given by the countries with which we are chiefly in competition, the assistance given to shipping. I do not know that I need take up your time in detailing that because it was given pretty well by Mr. Bawden in his evidence.

In this case of Great Britain you will rememmmber that 2,000,000 pounds was set aside for subsidies for tramp voyages and 10,000,000 pounds for loans to go towards the modernization of merchant vessels to be loaned at not more than 3 per cent, and in addition the British Government paid out for 1935 for transportation of mail \$6,852,000.

You will remember that in the United States there is a very liberal provision made for United States ships, and you will notice on pages 3 and 4 of the brief that the routes are detailed. The Trans-Pacific routes are dealt with specially, and for those routes, with most of which we are in competition, a total of \$5,863,533 has been granted by way of subsidies for a ten year period.

Mr. MACNICOL: In reference to the subsidies given to United States ships running from the United States to Oriental ports, are they allowed to man their crews with Orientals or are all the crews Americans?

Mr. FLINTOFT: The provision in the United States law, as I understand, is that 75 per cent must be American citizens.

Mr. HOWDEN: Two-thirds.

Mr. ISNOR: With a gradual increasing of that proportion each year.

Mr. FLINTOFT: I am not so sure as to that. The law calls for two-thirds. I did not remember that there was any provisions for a gradual increase.

Mr. MACNICOL: There may be foreign citizens in one service.

Mr. FLINTOFT: Yes. That two-thirds may comprise—

Mr. MACNICOL: American citizens of Oriental origin.

Mr. FLINTOFT: Yes. I understand that they do use a good many coloured men and a good many Philippinos on Trans-Pacific service.

Mr. MACINNIS: But the coloured men would most likely be American citizens.

Mr. FLINTOFT: Yes. They have, of course, a very large coloured population which is suited to jobs in the victualling departments of the ships.

Mr. MACINNIS: That two-thirds or seventy-five per cent or whatever it may be would not include the coloured American citizens?

Mr. FLINTOFT: Oh, no. And in connection with the British subjects, while the law provides that British subjects shall be employed, it was very clearly pointed out that this included Britishers of all denominations and colours; that it was open to any British subject to seek employment on the ships that were aided under this law.

The CHAIRMAN: With reference to the paragraph on page 3 headed "United States" and reading in part: ". . . for operation on lines deemed necessary or desirable, up to three-quarters of the cost of construction," does that mean three-quarters of the cost of construction of ships in operation on those lines?

Mr. FLINTOFT: Yes; they have that provision, and of course they have had a lot of discussion at Washington recently about it; but they do advance money up to three-quarters of the cost of construction of these ships engaged in foreign trade.

The CHAIRMAN: The service they deem necessary or desirable?

Mr. FLINTOFT: Yes. And you will remember that under the new legislation which has been under discussion at this present session of Congress they are providing for what they call on equalization subsidy, a subsidy equal to the

difference in the cost of constructing ships in the United States yards as compared with the yards of competing foreign countries, and further an equalization subsidy for the operation of ships equal to the difference between the cost of operating the ships under the United States flag and the flags of foreign countries.

The CHAIRMAN: Levelling up the cost.

Mr. FLINTOFT: Yes, and it is estimated that that will involve as much if not more in money than they may have been given under what they call the direct subsidies.

Mr. NEILL: Before you leave page 2, you say in the middle of the page:—

The company received from the Federal Government subventions for the fiscal year ended March, 1936, as follows:—

1. Canada and Great Britain.. . . .	\$500,000.00
2. Canada, China, Japan and Manila.. . . .	749,000.00
3. Vancouver-Alaska.. . . .	12,000.00
4. Vancouver-West Coast Vancouver Island.. . . .	10,000.00
5. Minas Basin.. . . .	2,000.00

Mr. FLINTOFT: Yes.

Mr. NEILL: It comes roughly to 1½ per cent.

Mr. FLINTOFT: For all these services, Mr. Neill.

Mr. NEILL: Yes.

Mr. FLINTOFT: Yes about \$1,300,000.

Mr. NEILL: Here is a return made by the government three years before that, which runs into almost four and a half million from the Post Office Department and the Department of Trade and Commerce.

Mr. FLINTOFT: The subsidy was reduced from 1931 on.

Mr. NEILL: This is the fiscal year ending March 1932, and I do not think it has been reduced in three years to that extent.

Mr. FLINTOFT: What is the source of those figures.

Mr. NEILL: A return in the House: "What amounts were paid for the carrying of the mail to the Canadian Pacific?" And the Post Office Department replied: \$3,400,000 and the Department of Trade and Commerce replied: \$1,217,000."

Mr. FLINTOFT: I assume that includes the rail as well.

Mr. NEILL: Possibly.

Mr. REID: It is not my desire to interrupt, Mr. Flintoft, but in regard to page 2 referring to wages you say:—

In addition, the scale of wage on ships of German, French Japanese, Italian and Scandinavian registry, is lower than that paid the crews of British and Canadian ships.

That is not so according to the figures tabled in the British House of Commons in 1934, a copy of which I have in my hand.

Mr. FLINTOFT: I think possibly Commander Aikman can deal with that.

Mr. REID: As a matter of fact, Scandinavian countries pay the highest wages.

Mr. FLINTOFT: We are not in competition with them at all, on the Pacific.

Mr. REID: I mention that because it is a most important point. There is no question about it that so far as the services we are dealing with are concerned the wages paid by the Japanese who are our principal competitors are very much lower than we have to pay, and of course in the case of the United States they

[Mr. E. P. Flintoft.]

are as high or higher—I will say they are higher—but they have a subsidy for their Pacific service which service is directly competitive with us amounting to nearly \$6,000,000 as compared with \$749,000, the figure I gave for our subsidy.

Mr. MACINNIS: Is the number of ships the same in both cases?

Mr. FLINTOFT: No; that is the total amount paid, Mr. MacInnis. I do not suggest that there are the same number of ships.

Mr. MACINNIS: You cannot compare the figures unless you compare the number of ships.

Mr. ISNOR: And the services.

Mr. FLINTOFT: You can compare the mileage and the number of trips. I think really the number of trips governs.

Mr. REID: It is hardly fair to make a blanket statement that the wages are lower.

Mr. FLINTOFT: The details are all here.

Mr. HOWDEN: If we do not proceed with this submission we will not be able to finish.

The CHAIRMAN: I think it would be better if we could have the submission first and the questions afterwards.

Mr. FLINTOFT: I am very glad to do whatever is the pleasure of the committee.

The CHAIRMAN: I think we have found out by experience that that is the better method.

Mr. MACNICOL: Yes.

Mr. FLINTOFT: In these last named nine services over 1,400 Canadian citizens are employed.

Steamship subventions are provided by government (a) to make available for Canadian exporters dependable steamship services with regular sailings to enable them to compete in the markets of the world, and (b) to assist shipping companies operating services necessary in the public interest to pay their operating expenses and some return on capital invested.

In most cases the subvention agreements provide for the free carriage of Canadian mails. The Department of Trade and Commerce insists upon, and does obtain from the companies, reports of yearly revenues and expenditures.

The company received from the Federal Government subventions for the fiscal year ended March, 1936, as follows,—

1. Canada and Great Britain.. . . .	\$500,000
2. Canada, China, Japan and Manila.. . . .	749,000
3. Vancouver-Alaska.. . . .	12,000
4. Vancouver-West Coast Vancouver Island.. . . .	10,000
5. Minas Basin.. . . .	2,000

In addition to the amounts covering the Alaska and West Coast Services, we received from the Post Office Department a small additional payment for the carriage of mails.

The shipping industry practically the world over, has for some years been at low ebb. Lines operating on scheduled routes in many instances have not been able to meet out of pocket expenses, let alone depreciation charges and interest on the money invested in their fleets, and Governments have recognized the necessity of coming to their assistance in order to maintain essential trade routes.

France, Germany, Italy, Japan, the United States, and other Maritime Nations, have dealt very generously with the shipping companies in advancing construction loans at a very low rate of interest, in liberal payments for the carriage of mails and otherwise. In addition, the scale of wage on ships of German, French, Japanese, Italian and Scandinavian register, is lower than that paid the crews of British and Canadian ships.

England.—The assistance given by the British Government in respect of the *Queen Mary* was a loan of 3,000,000 pounds secured by debenture stock of the company, 2,000,000 pounds of which was at a rate of interest equivalent to the interest on loans guaranteed by the British Government; the third million was at a rate of 3 per cent until December, 1939, and 5 per cent thereafter. The agreement also provided for an advance up to 1,500,000 pounds for working capital.

Under the Government Insurance Facilities Act 1935 the *Queen Mary* was covered on a value basis of 4,500,000 pounds of which 2,720,000 pounds was taken by Lloyd's and other Underwriters, and the balance, 1,780,000 pounds by the Government.

Under the British Shipping Assistance Act of 1935, provision is made for subsidies in respect of tramp voyages to an aggregate amount of 2,000,000 pounds, and further for advances to assist in the modernization of merchant vessels to an aggregate amount of 10,000,000 pounds at a rate of interest of not more than 3 per cent. In addition, of course, the British Government pays for the transportation of mails, which, for the year 1935, amounted to \$6,852,000.

France.—The French Line operating the ss. *Normandie* is nominally a commercial interest, but virtually owned by the French Government, the Government taking over all "A" class shares, and there is an annual subsidy authorized by the French Parliament ranging from fifty to one hundred and fifty million francs, according to the yearly deficit.

United States.—It has been the policy of the United States to make loans to assist persons, citizens of the United States, in the construction of ships in private yards or Navy Yards of the United States, for operation on lines deemed necessary or desirable, up to three-quarters of the cost of construction. Money has been loaned at a rate as low as one-quarter of the cost of construction.

In addition, ten-year mail contracts were given ranging from \$1.50 a nautical mile for vessels of ten knots speed at sea and gross tonnage of not less than 2,500, to \$12 a nautical mile for vessels of 24 knot speed and gross tonnage of not less than 20,000.

In 1925 the Dollar Steamship Company operating from San Francisco, purchased from the United States Government for \$5,625,000 five ships for use in its Oriental service, the original cost of which was \$32,478,000. In 1926 the Admiral Oriental Line operated by the Dollars, from Seattle, acquired from the same source for \$4,500,000 five ships for use in its service, the original cost of which was \$31,929,000.

The following subsidies were granted by the United States to its trans-Pacific ships for the fiscal year ended June 30, 1935,—

Name of Line	For Services	Amount
DollarLine	From San Francisco to Honolulu, Yokohama, Kobe, Shanghai and Manila	\$1,867,288
DollarLine	From San Francisco to Honolulu, Kobe, Shanghai, Hong Kong, Manila, Singapore and Colombo	1,127,538

[Mr. E. P. Flintoft.]

Name of Line	For Service	Amount
American Mail Line.	From Seattle to Yokohama, Kobe, Shanghai, Hong Kong and Manila	\$1,346,188
States Steamship Company.	From Portland to Yokohama, Kobe, Shanghai, Hong Kong and Manila	584,894
States Steamship Company.	From Portland to Shanghai, Tsingtao, Takubar and Dairen	197,302
Tacoma Oriental Steamship Co.	From Tacoma to Yokohama, Kobe, Hong Kong and Manila	318,971
Tacoma Oriental Steamship Co.	From Tacoma to Yokohama, Kobe, Shanghai, Tsingtao, Dairen and Takubar	\$3.75 per mile
Oceanic & Oriental Navigation Co..	From San Francisco to Yokohama, Hong Kong, Shanghai, Takubar, Tsingtao and Dairen	\$ 212,562
Oceanic & Oriental Navigation Co..	From San Francisco to Shanghai, Hong Kong and Saigon	208,800

Thus it will be seen that the United States has subsidized its Oriental route ships to the extent of over \$5,863,533 a year for a ten year period.

Japan.—The Japanese Government also provides generous building subsidies, and in addition for the two services of the Nippon-Yusen-Kaisha to Pacific Coast ports, pay a total of \$1,252,000 a year.

Canada, so far, has failed to adequately appreciate the situation with respect to its ocean shipping services. The subsidies granted have been little more than sufficient to cover what might be termed a fair charge for the transportation of the mails.

It is obvious that in order to meet the competition the Company must maintain its services and organization in a high state of efficiency, and at the same time operate under the strictest economy. In the last five years the Company has been unable to meet its steamship operating expenses, with proper allowance for depreciation, or return on the investment in its fleets.

That is even with the subsidy we received, which I say last year was \$790,000. I will just give you the figures because they may be of interest to you: \$749,000 was the subsidy last year, higher than in the previous years. It was up over \$900,000 in the year 1931. In 1931 our deficit was \$1,275,623. In 1932 it was \$1,037,123, leaving out the odd cents. In 1933 it was \$1,418,542. In 1934 it was \$983,271. In 1935 it was \$965,077. That is on a capitalization in the Pacific fleet of \$23,282,596.

MR. NEILL: What rate of depreciation did you charge?

MR. FLINTOFF: I could not say the exact percentage. We gave in the last year out of income three and a half million dollars for depreciation on all our fleets, but I cannot say offhand just what amount of that was for the Pacific ships. It was what the auditors deemed was proper depreciation to allow with respect to the ships.

It must be remembered that Canada's contribution to the freight and passenger traffic routed via the services is very small. The Company is dependent upon the United States and other foreign countries for the bulk of its traffic, but Canada receives immeasurable benefit therefrom by movement of it through Canadian ports. A very large number of Canadians, outside of those employed on the Railways or Steamships, are given employment through this source.

In order to properly inform the Committee we consider it advisable to deal with the various subsidized services separately.

I will not take up your time by describing the history of the Trans-Atlantic service, because you can get that from the brief:

Trans-Atlantic Service.

The Company operates 9 express, passenger and freight ships, and 5 fast freight ships, with a total tonnage of 243,470, between Canadian, British and Continental ports, from St. Lawrence ports during the summer, and Saint John and Halifax during the winter season, employing a total ship's personnel of 3,643, practically all of whom are British whites.

The Company competes for passenger, freight and express traffic with the British, French, Italian, German and United States lines, (some of which call at Halifax), operating from New York and other Eastern United States ports, as well as British, Japanese and other Companies, plying between Australia, New Zealand and Oriental ports to Great Britain and the Continent, through the Suez and Panama Canals.

It must not be forgotten that the Port of New York and those south have permanency and advantages of location and climate not enjoyed by Canadian ports, where it is necessary to move from the St. Lawrence River ports at the end of the summer season to the winter ports of Saint John and Halifax. This change in ports means inconvenience and increased costs.

Trans-Pacific Service—Japan and China

It would, we think, be interesting to the Committee to have a brief history of this service.

On July 15th, 1889, a contract was entered into between the Imperial Government and the Company concerning the conveyance of mails, troops and stores between Halifax or Quebec and Hong Kong, or for hire or purchase of vessels as cruisers or transports. The Company was to provide a monthly service between Vancouver and Hong Kong for the sum of 60,000 pounds a year, the contract being for a period of ten years. The mails were to be carried free between the Atlantic seaboard and Vancouver, and the Canadian Government was to contribute 15,000 pounds a year towards the subsidy. The Imperial Government considered the scheme as a whole, offering as it did a direct communication entirely through British territory and an alternative route to the East, desirable in the interests of the Empire, offering, apart from postal consideration, an alternative service which saved several days as compared with the Suez route, and was therefore of considerable value from a postal point of view, having the land transit wholly within British territory, and as a military route was held by the Military and Naval authorities to be of the highest importance. The offer of the Company to construct mail steamers which could be employed by the Admiralty as armed cruisers in case of need was also in accordance with the policy already adopted, the Company to construct all vessels engaged in the service with gun platforms and other fittings required by the Admiralty, and to sell such vessels to the Admiralty if required.

The service between Halifax and Quebec (according to the season) and Hong Kong, was to be one continuous and complete service, the vessels to call at Yokohama and Shanghai. The Admiralty might hire the vessels at a specified rate, the Admiralty providing and paying the crew. The agreement was renewed from time to time and was extended to read from Liverpool to Hong Kong.

The ships used in the service at this time were the *Empress of China*, *Empress of Japan* and *Empress of India*, with a total gross tonnage of 17,818, and capital investment of approximately \$3,500,000.

[Mr. E. P. Flintoft.]

On July 16th, 1914, following negotiations, the Dominion Government took over the contract and the subsidy was fixed at \$375,000 a year. The *Empress of Russia* and *Empress of Asia* were placed in the service at that time.

On the outbreak of the War in 1914, the agreement was suspended and any mails carried were paid for on a partial subsidy basis. Early in 1916 when the Company had re-opened its service with the ships then available on the Pacific, an agreement was reached with the Canadian Government for a period of one year providing for an annual payment of \$350,000 to \$375,000 a year. In March, 1920, the then Minister of Trade and Commerce informed the Company that it was the policy of the Government to gradually curtail and limit subsidies for ocean services, leaving the Companies free to make their own rates, ports, etc., without limitation by Government, the Post Office to be free to make its own arrangements for the carriage of mails by such steamers as offered, and were most available. There were negotiations from time to time with the Post Office Department, who were forwarding Canadian mails through American ports on American and Japanese ships, which resulted in a complaint from the Vancouver Board of Trade and other public bodies, resulting in the then Prime Minister authorizing the payment by Canada of postal union rates. This continued until January, 1924, when a rate of \$1.00 a cubic foot was authorized by the Government.

Due to the heavy annual losses, without taking into account any allowance for interest on invested capital, the Company appealed to the Government in 1931, who considered that the maintenance and continuance of the existing direct passenger, freight and mail service on the Pacific Ocean as then carried on by the Contractors, was of the greatest importance to the development of Canadian foreign trade with Japan, China and other countries bordering on the Pacific Ocean. The negotiations resulted in the reaching of an agreement providing for not less than 20 round trips between the first day of April, 1931, and the 31st day of March, 1932, with an annual payment by the Government of \$988,000. This agreement was renewed in 1932 but the subsidy was reduced to \$569,000. It was again renewed in 1933 with the Government contribution remaining the same. From April 1st, 1934, to March 31st, 1935, the payment was \$690,000 with 23 round trips being specified. From April 1st, 1935, to March 31st, 1936, the amount of subvention was increased to \$749,000 with the number of round trips remaining at 23.

In the year 1891, the company's fleet on the Pacific, as has been before stated, consisted of the three ships, the *Empress of China*, *Empress of Japan* and *Empress of India*, with total gross tonnage of 17,818, and service speed of 17½ knots. The capital invested was approximately \$3,500,000. In the year 1914, the *Empress of Asia* and *Empress of Russia* were placed in the service, replacing the *Empress of China* and *Empress of India*. These ships were requisitioned by the Admiralty in 1914, and returned to us in 1917. In the year 1922 the old *Empress of Japan* was replaced by the *Empress of Canada*, a ship of 21,517 tons, with service speed of 19 knots.

There is a correction I desire to make in the memorandum. It should be 21 knots instead of 19 knots.

Mr. MACINNIS: What page?

Mr. FLINTOFT: Page 7, about the middle of the page. You will notice a reference to the *Empress of Japan* and the *Empress of Canada*.

Mr. ISNOR: What is the correction?

Mr. FLINTOFT: It should be 21 knots instead of 19 knots for the *Empress of Canada*, and in the case of the *Empress of Japan* her service speed is 22 knots instead of 21 knots. As a matter of fact, she has to make that speed in order to maintain her schedule with the stops at Honolulu.

In 1931 the 26,000 ton *Empress of Japan*, with service speed of 21 knots was placed in the service, so that the fleet to-day has a total tonnage of 81,136, and capitalization of \$23,282,396. We have succeeded in developing a service which at the present time is recognized as being unrivalled on the Pacific for speed and excellence of accommodation, and it has been of immense value to the Dominion in developing trade and Imperial communications.

You will notice that the capitalization has increased from the original \$3,500,000 up to \$23,000,000 odd in the Pacific service.

The company's purchases in Canada for supplies for its transpacific fleet in the year 1935 amounted to \$1,814,279.40, practically all of which was spent in British Columbia. This expenditure alone meant indirect employment for many Canadian workers.

In addition to the competition with direct United States and Japanese services from the Pacific coast to the Orient, we are competing with the following lines:—

East Asiatic Line (Danish), Antwerp to Manila and Kobe.
 Hamburg-American (German), Hamburg to Manila and Yokohama.
 Wilhelmsen Line (German), Hamburg to Manila and Yokohama.
 Messageries Maritimes (French), Marseilles to Hong Kong and Kobe.
 Swedish East Asiatic Co. Ltd., Oslo to Manila and Kobe.
 Lloyd-Triestino (Italian), Trieste to Hong Kong and Shanghai.
 P. & O. Line (British), London to Hong Kong and Yokohama.
 Blue Funnel Line (British), Liverpool to Hong Kong and Yokohama.
 Barber Line (American), New York to Manila and Yokohama via Panama canal.
 Blue Funnel (British), New York to Manila and Shanghai via Panama canal.
 Silver Line (British) New York to Manila and Shanghai via Panama Canal.
 O. S. K. Line (Japanese), New York to Yokohama and Kobe via Panama canal.

Then I draw your attention to a statement at the top of page 8:—

It must not be forgotten that this is an international service. The ships not only engage in a direct service between Canada and Oriental ports but in the coastwise trade in the Orient as well. We do not keep a record separating passengers as to nationality, but we have made an examination of the official passenger way-bills for the last six round trip voyages in 1935, which show percentage of Orientals carried as follows:—

Through transpacific.. . . .	61.57 per cent
Inter-port in the Orient.. . . .	72.53 “ “
Through transpacific and interport in the Orient combined	67.05 “ “

Mr. REID: What is an inter-port?

Mr. FLINTOFT: Between Hong Kong and Shanghai, the local movement.

Captain AIKMAN: And Manila.

[Mr. E. P. Flintoft.]

Mr. FLINTOFT: Then:—

The officers and engineers of these ships are white men, approximately 265 in number, and over 200 of them are householders in Vancouver and vicinity. It has been the practice since the inception of the service to employ Chinese in the engine-room and victualling departments. White deck crews were employed on the original *Empresses* until 1913.

From the very beginning in the engine-room and victualling departments we employed Oriental labour, and on the deck up to 1913 we employed whites.

Mr. HOWDEN: And now?

Mr. FLINTOFT: We do not employ whites now.

Mr. NEILL: When you say from the beginning, when was that?

Mr. FLINTOFT: From 1891.

Mr. ISNOR: That was the year you made a new agreement.

Mr. FLINTOFT: Well, it was not on that account that we made the change. It is explained in the memorandum.

Mr. ISNOR: Previous to that you had white crews?

Mr. FLINTOFT: White crews on the deck, not in the engine-room or pantry, the victualling department.

Mr. ISNOR: In 1913 in British Columbia unemployment was rife.

Mr. FLINTOFT: I think the difficulty will be explained more fully by Captain Aikman. The difficulty was to secure satisfactory crews for the deck department.

We found it necessary to replace these white deck crews with Chinese because of the difficulties in obtaining and retaining satisfactory seamen. During the summer months when work was obtainable ashore at logging camps and elsewhere in British Columbia, many of the white deck crew left and the ships had to sail with deck crews that were unsatisfactory. Intemperance at this time had also something to do with the change.

While Vancouver is a shipping port of considerable magnitude, it is not to any extent a ship-owning or operating centre where oversea tonnage is concerned. Practically all overseas or deep-water tonnage which enters Vancouver, with the exception of the four *Empresses*, is owned in and operated out of British, European, and Japanese ports, where the majority of their crews originated. As a result the demand on the Pacific Coast of Canada for seamen, fireman, and stewards trained in the work of ocean-going vessels, and particularly first-class passenger vessels, is negligible.

There are practically no trained firemen capable of maintaining steam in coal-burning vessels, and only a limited number capable of successfully and with safety tending high-pressure water tube boilers on oil-burning vessels.

In dealing with the successful operation of ocean-going passenger vessels in competition with other ships of maritime nations, due consideration must be given to the temperament and mentality of the employees available, and their adaptability towards the class of work to be performed.

While the Chinese members of the crew are not worked an excessive number of hours per day, they are always willing to work as exigencies require, and do not demand stated times for work. As a result the convenience of passengers is met and the service is afforded as passengers desire it. This is really one of the attractions of the service. If Canadian crews were installed and they demanded, as is the case with the crews on United States and Australian ships, fixed hours for work and meals and other restrictions, the service would suffer.

The operation of a ship at sea is not comparable to any institution on shore. The necessity for vigilance in every department is more exacting and the time involved is twenty-four hours every day during the entire voyage. A change in the established policy of the company as it affects the men of the ships would, we feel, reflect on the prestige and earnings of the company within a very brief period and to an extent in which it would take years to recover. Our ships have never been involved in a major accident on the Pacific Ocean entailing loss of life of either passengers or crew.

There is also the question of language and the necessity of employing labour familiar with the methods, customs, etc., of the Orient. A mixed crew of whites and Orientals would, of course, be entirely out of the question, as it would be impossible to maintain harmony, discipline and efficiency, apart from the necessity of providing separate feeding and sleeping accommodation. The conditions of the Orient are not conducive to the maintenance of a high standard of discipline when white crews are employed. A large part of the voyage is in the tropics, and Canadian crews would be unable to endure the climatic conditions existing in the Orient during the period May to October without a large percentage of breakdown in health.

It would be impractical to have Whites act as servants for Oriental passengers. There is the additional fact that the Chinese are ideal servants, with a natural aptitude for waiting on and pleasing all types of passengers, and in the victualling department the well-trained Chinese crews are in a large measure responsible for the ability to successfully maintain prestige with the travelling public in competition with other lines on the Pacific, who also employ Oriental labour in similar departments. About eighty per cent of the Chinese employed on the ships hold Canadian lifeboat certificates.

That "eighty per cent" is a mistake; it should be 45·80 per cent. I may say that this is much more than the number necessary to man all the lifeboats. I think Mr. O'Donovan suggested that the Chinese did not understand orders as to lowering the boats, but Commander Aikman will be able to give you information as to the efficiency with which these Chinamen operate the boats, which will completely answer any criticism of that sort.

Apart from the determining factors already enumerated, there is the very important one of economy, which is necessary if the Company is to continue to compete and maintain its high standard of service, with credit to itself and to the Dominion, in competition with the heavily subsidized opposition lines.

Following that, sir, you will see a sheet giving a comparative statement between Chinese and Canadian crews on the Pacific *Empresses*, the present number of Chinese employed; and you will see on the four ships the present number on deck is 277; in the engine room 558; in the victualling department 933, making a total of 1,768 men. Captain Aikman has made up this estimate of the number of white men or Canadians who might be used to replace those 1,768 Chinese, and he shows a total of 1,475 men.

The CHAIRMAN: That would be in the case of a complete reversal of policy?

Mr. FLINTOFT: Yes. It is given by departments, but to save time I will take the total. I wish the committee to keep in mind that when making up that figure Captain Aikman has gone below what he thinks would be necessary to maintain the service as efficiently as it is to-day with the Chinese. We sought to cut down expenses to the very limit, and we would not be satisfied that we could maintain our premier position on the Pacific if we had to cut the crew to that degree.

[Mr. E. P. Flintoft.]

COMPARATIVE STATEMENT AS BETWEEN CHINESE AND CANADIAN CREWS ON PACIFIC EMPRESSES

NUMBERS EMPLOYED

	Chinese			Canadian Replacements				
	Deck	Engine	Victualling	Total	Deck	Engine	Victualling	Total
Empress of Japan.....	73	94	312	479	49	67	282	398
Empress of Canada.....	69	88	276	433	49	64	260	373
Empress of Russia.....	66	188	173	427	44	153	155	352
Empress of Asia.....	69	188	172	429	44	153	155	352
Average.....	277	558	933	1,768	186	537	852	1,475

MONTHLY WAGES		
Average.....	\$2,925 10.55	\$8,020 8.59

YEARLY WAGE		
Less time off pay.....	\$35,100 1,053	\$96,240 2,887
Average.....	\$35,100 1,053	\$96,240 2,887

VICTUALLING COSTS		
1,768 Chinese at 28c. for 345 days=\$170,787	1,475 Canadians at 60c. for 310 days=\$274,350	
<i>Additional yearly cost of replacement Chinese crews by White Canadians—</i>		
Wages.....	30% \$180,561	40% \$240,748
Victualling.....	31,068	41,425
Additional costs work at present done by Chinese crews—	4,800	6,400
Deck.....	20,100	26,800
Engine.....	12,000	16,000
Catering.....		
Additional cost signing on and off Canadian crews—6 voyages per year.....	\$248,530	\$331,373
Additional office staff.....		\$414,217
Estimated cost, structural alterations to accommodation—\$250,000		\$497,060
		\$828,435
		7,080
		3,600
		\$839,114

Now, sir, you will see below on the page that it gives the average monthly wages and then the yearly wage, and the deduction for time-off pay; and in the case of the Chinese you will notice there is a deduction of just 3 per cent, while in the case of the whites we give a time-off deduction of 14 per cent, the reason being that the whites if they were employed would have to be paid off as soon as the ship got into port in Vancouver for, I think, about two weeks.

Captain AIKMAN: Ten or twelve days.

Mr. FLINTOFT: The men would be paid off and you would have to have a shore gang to do the cleaning aboard ship and to put her in shape for painting and so on for her return voyage, whereas all that work in the case of the Chinese is done by the crew, and all they have is a lay-off amounting to 3 per cent—just a short time while the ship is in port. I might say that Mr. O'Donovan made a remark that these Chinese must be a pretty bad lot because we could not let them off the ship in Vancouver. That, of course, is due to the immigration regulations. We have to keep them on board while the ship is in the Canadian ports. It has nothing to do with the peaceableness or law abiding qualities of the Chinese citizens. We have no fear in that regard whatever.

By Mr. Howden:

Q. Do I understand that the Chinese crew make the repairs during times that the vessel is idle?—A. The cleaning.

Q. They do it instead of a land crew?—A. Instead of a shore crew.

Now, sir, if you will look at the next line you will see that the cost of the Chinese crews for the four ships is \$197,000—that is wage cost—whereas on the basis estimated the cost for white crews would be \$799,000, a difference of roughly \$600,000. Then, down below you have additional costs. You have the victualling costs. In the case of the Chinese crews the figure is \$170,000, which would become \$274,000, addition of about \$100,000. Between these two items the additional expense of a complete change of personnel would roughly amount to \$700,000.

There are other items—the shore gangs that I have mentioned will total up to about \$139,000 roughly; the total additional expense is \$839,000. That is for a 100 per cent change. You will see down in the right-hand corner of the page that estimates have been worked out there on the basis of 30 per cent, 40 per cent, 50 per cent, 60 per cent and 100 per cent of employment of white Canadians.

Q. Do these figures cover a run or a year?—A. That is a year, sir—that computation. We do not set that up as a practical computation at all; it is put in in view of the statements made by Mr. O'Donovan that he would be satisfied with 65 per cent white. I think he said 65 per cent of whites. However, you cannot do it; it just would not work to establish any percentage over the ship. You cannot mix orientals and white in the same department. If you are going to change the deck you have to change the whole deck; if you are going to change the engineroom, you have to make the personnel all whites; and the same is true with the victualling department. They do not mix, you cannot maintain discipline. There would be trouble all the time. The only practical way to look at this thing is, can you change one department for another.

Then, you will see at the bottom of the page that an estimate is given of the cost of structural alterations which means alterations to accommodate whites—amounting to \$250,000.

[Mr. E. P. Flintoft.]

By the Chairman:

Q. I am not clear about your statement that the only practical way to do it would be to change one department for another?—A. I mean, sir: take the deck, you could not have some Chinese and some whites on the deck; you would either have to make them all Chinese or all whites, and the same is true of the engineroom or of the victualling department.

By Mr. MacInnis:

Q. With regard to this item of \$250,000 for structural alteration, what would those alterations be? What are the reasons for making them?—A. To provide sleeping accommodation and the victualling accommodation that would be necessary if you were going to accommodate white crews—principally mess rooms, bath rooms and toilets.

By Mr. Isnor:

Q. With regard to sleeping accommodation, I thought there was a regulation about that?—A. It is not as rigid in the case of orientals as in the case of whites.

By Mr. MacInnis:

Q. Is that lack of rigidity mentioned in the regulations?—A. I would have to refer to Captain Aikman, because that is a practical matter and I am not familiar with it. That is the estimate that has been made up on what it would be necessary to spend to change the ships so as to accommodate white crews.

The CHAIRMAN: Captain Aikman will be able to go into that more fully?

Mr. FLINTOFT: He will give you any evidence you desire in regard to it.

There is another phase of the question which was dealt with by Mr. Clendenning in his submission, and that is the effect on our relation with the Chinese. I do not think I need expand that, but it may have; and we are really fearful that it might have a very serious effect. When I say that I am speaking from the company's standpoint particularly, on the diversion of traffic from the ships. Now, indirectly that would be a very serious thing for the Canadian route, because we are fighting just as hard as we can for traffic for those ships and we are faced with the keenest kind of competition from the Japanese and the United States. We would not like to see anything happen which would deprive us of traffic which, of course, is of benefit not only to the ships but to Canadian rail lines as well.

Now, sir, there is a short further statement in regard to the B. C. coast services where we have seventeen ships in operation with a capital investment of \$11,827,000 of which about \$4,500,000 is invested in the ships operating on the west coast and Alaska subsidized services.

All of these ships are not in active service throughout the entire year, because much of the traffic is of a seasonal nature and while it is necessary to maintain a large fleet during the heavy summer months some of the ships are without employment during certain portions of the year. These ships are officered and manned by white Canadian crews and Chinese are employed in the kitchens and pantries. The average number of Chinese on the seventeen ships throughout the year is 72, and the average number of whites 717. Of the Chinese 13 were born in British Columbia. In addition to the expenditure in 1935 for wages, of \$1,048,476 that paid for purchases, including fuel, amounted to \$1,047,345, with \$210,889 for repairs to ships, and on wharves, terminals, etc., a total annual outlay of \$2,306,710. This large expenditure is worthy of consideration. A very large part of that is spent in British Columbia.

Then follows a statement showing the extra cost in wages in replacing the Chinese by whites. The figures are based on actual operations for the year 1935; when times recover and traffic conditions improve, the additional cost in operation by Canadian crews as against Chinese would proportionately grow.

Then follows a statement per month during the selected period which is as follows:—

Jan. 1st to June 15th	Sept. 16th to December 31st
Average number of Chinese...17 ships	64
Average number of whites...17 ships	650
To replace the 64 Chinese would require 118 whites.	
Extra cost in wages—\$9,399.30 per month.	

During that time it would cost roughly \$9,300 a month—that is wages alone; and during the busy season the situation is shown in the following table:

June 15th to September 15 inc.

Average number of Chinese... 17 ships	99
Average number of whites... 17 ships	917
To replace the 99 Chinese would require 172 whites.	
Extra cost in wages—\$12,758.15 per month.	

For the whole year the table shows:—

Average number of Chinese... 17 ships	72
Average number of whites... 17 ships	717
To replace the 72 Chinese would require 132 whites.	
Extra cost in wages—\$10,239.01 per month.	

Now, sir, I might direct your attention there to one thing that may strike you as being strange, that is that in this case of the B. C. coast to replace 64 Chinese would require 118 whites in the slack season, and to replace 99 Chinese would require 172 whites.

By the Chairman:

Q. Are you sure of those figures?—A. Yes.

Q. Mr. O'Donovan, I think, mentioned it in his evidence and put it the other way?—A. No, these are actual figures.

Mr. MACINNIS: I do not think Mr. O'Donovan dealt with this.

Mr. FLINTOFT: No. I think he was speaking of the Transpacific. Mr. O'Donovan made the statement that it took three Chinese to do the work of a white man.

The CHAIRMAN: Yes. That is the statement I was referring to.

Mr. FLINTOFT: He was referring, I think; to the Transpacific service. We have given you a statement of a reduction from 1,700 odd to 1,400 odd, being the replacements of Chinese by whites.

By Mr. MacInnis:

Q. How does that number compare with the number of the crews on comparable ships where whites are altogether employed?—A. On the Pacific?

Q. Yes. On any route?—A. I would not say that it was very much out of line. You mean our business?

Q. Yes.—A. It is much the same as the Atlantic; but we give a service on the Pacific on the four Empress boats which we think, and our opinion is borne out by the opinions of not only United States passengers but passengers from all parts of the world we give a service on those four Empress boats that is the equal of if not superior to any other passenger service in the world, and, certainly, that service for a generation has been the best service on the Pacific.

[Mr. E. P. Flintoft.]

COMPARATIVE STATEMENT AS BETWEEN PART CHINESE AND PART CANADIAN AND FULL CANADIAN CREWS ON BRITISH COLUMBIA COAST SERVICE STEAMERS

Estimated total annual payroll when full Canadian crews only employed ..	\$799,327.44
Actual total annual payroll when part Chinese and part Canadian crews employed..	728,434.80
Estimated annual wage increase account replacement of 72 Chinese with 132 Canadians..	70,892.64
Cost of extra food, toilet supplies, etc., for additional 60 men..	16,425.00
Additional cost of providing cooks' uniforms..	1,750.80
Additional cost for laundry for uniforms, linen, bedding, etc..	10,851.06
Annual additional cost for upkeep of tools ..	450.00
Total estimated annual additional cost ..	\$100,369.50

ADDITIONAL INITIAL COST OF CHANGING FROM PART CHINESE AND PART CANADIAN TO FULL CANADIAN CREWS ON BRITISH COLUMBIA COAST SERVICE STEAMERS

Extra cost account providing cooks' and bakers' tools, (now supplied by the Chinese themselves) ..	\$ 1,072.00
Cost of adding to and altering crews' accommodations ..	6,000.00
Total ..	\$ 7,072.00

I was going to explain that to you, Mr. MacInnis. The point I wished to explain was that you may think it strange that in the case of the Transpacific we say that you can do the work with a smaller number of whites whereas in the case of the B.C., coast we say that it would involve an increased number of whites. Now, the explanation is that these Chinese in the past would turn their hand to any job. In the case of the white men, under union rules, if you employ a butcher he is a butcher and he cannot help the baker or the pastry cook or anybody else. That is his job, and we are not quarreling with him for that; but that is the practical situation.

Q. You are not objecting to that, are you?—A. No, no.

Q. It is true of lawyers as well?—A. Oh, you bet; only I am afraid I have to turn my hand to any job.

By Mr. Neil:

Q. You use two Chinese to one white man?—A. No. You see the Chinese on the vessels are galley crews; that is, they are engaged in the kitchens.

This statement may on the face of it look peculiar but it is true. All the Chinese on the vessels are galley crews, that is, engaged in the kitchens and pantries. They will do butchering, pantry work, scullery work or baking. On the other hand, a white man will refuse to do work outside the limited sphere of the duties prescribed for him in the articles, that is, if he is a butcher, he will refuse to do the work of a pantryman or cook or baker, or any other work in the kitchen or pantry. The actual butcher work may take a very limited period of the day. The same argument applies to white men employed as pantryman, bakers or cooks. They would likewise be idle for a good portion of the day. It will be seen at once where economy lies with Chinese, and why so many more white men would be required to replace them.

As I say, we are not quarreling with the white men, but I just mention that as the explanation of a practical situation on the B.C. coast service, and that is the reason why we would have to employ more whites than Chinese.

On page 13 there is a paragraph which contains a mistake, and I shall delete it.

This paragraph says that white men would have to be allowed one day a week off with pay. We now allow the Chinese one day a week off.

The company's present Chinese crews have grown up with the organization, are thoroughly trained in the service, and take a personal pride in maintaining the high standard of quality and efficiency. Their length of service ranges from 8 to 34 years.

An effort was made some time ago to employ white cooks but the experiment proved a failure. There were not enough experienced ship's galley crews available, and those that were available were lacking in efficiency and entirely unreliable, the ships frequently sailing with short crews. White men who have any qualifications for ship's galley work usually prefer work ashore and seek employment in logging camps, caneries, and other industries when they open up in the spring, which is the time the company must increase its crews to full complement.

Now, that is one of the practical difficulties, and we are not blaming the white man again, but they prefer to work on shore rather than afloat if they can get the work, and they go to the lumber camps. We cannot get qualified white cooks and pantrymen.

It is a fact that many Chinese and Japanese are employed in hotels, restaurants and clubs, and as domestic servants in British Columbia. Why should the Chinese now employed on the ships be restricted in their means of earning a livelihood.

Mr. NEILL: Because Canada is subsidizing the ships.

Mr. FLINTOFT: Yes, Canada is subsidizing some other things too. Of course, if the subsidy was sufficient or anything like sufficient to make up the loss on operation even there might be a stronger argument, but when it is shown here that we are losing money even with the subsidy to-day and this additional expense would amount to anywhere up to \$800,000 odd, we simply could not stand this additional burden and maintain the service without a very largely increased subsidy.

Now, sir, I do not think I need take your time up dealing with the Canadian Australasian line. It is all set out there along with the Minas Basin Service which is a minor affair.

Minas Basin Service.

This is a small bay service, operated by the Dominion Atlantic Railway. Only Canadian citizens are employed in this service.

Canadian Australasian Line.

Services between Vancouver, New Zealand and Australia. This Company is part owner of the Canadian Australasian Line, the Union Company of New Zealand owning the other half of the shares. We operate a monthly service by two boats between Vancouver, Fiji, New Zealand and Australia. Five hundred and ten Britishers are employed, eight of whom are Canadians. There are no Orientals. The Company is competing with the Matson Line, operating from California ports, who are in receipt of a subsidy of \$1,192,080 yearly. Financing of the building of the boats was largely through a Government loan, approximating about two-thirds of the cost of the ships. The Canadian Australasian Line has been losing money on this service, in fact have not been able to cover operating expenses let alone depreciation or interest on invested capital.

I just wish to read from the top of page 14:

The Canadian Pacific railway company for the year ended December 31, 1935, employed on an average 56,023 employees, practically all of whom were Canadians, who received compensation of nearly \$75,000,000. In addition our purchases in Canada for the ten-year period ended 1935 averaged \$53,000,000 a year.

In view of this contribution to Canadian labour, is it fair that because the company in its judgment sees fit to employ about 1,800 Chinese, it should be made the subject of criticism.

[Mr. E. P. Flintoft.]

By the Chairman:

Q. That figure 56,023 employees includes rail as well?—A. Yes.

By Mr. Neill:

Q. Does that take in the railways?—A. Yes, the Canadian Pacific as a whole. I am not giving this as a comparison—

Q. Certainly you are.—A. —but I am saying that that is what we are contributing in the whole to Canadian labour —\$75,000,000.

By Mr. MacInnis:

Q. I think that is a wrong way to look at this item. As a matter of fact, you could not contribute anything unless the Canadian community made use of your services?—A. Quite.

Q. The moment the Canadian community stopped using your services, that moment the value of the company disappears?—A. Yes.

Q. That is not the way to look at it?—A. You can hardly say the Canadian community because a great deal of that money is earnings on traffic that originated beyond Canada. It is brought into Canada. The earnings of the company are not all from Canadians. I think you could say that far from the total earnings of the Canadian Pacific Railway company obtain from traffic are paid for by Canadians. However, that figure is given as indicating the amount of the expenditure of the company in Canada.

By the Chairman:

Q. You also have in mind too, have you not, Mr. Flintoft, that the service was of such a high grade and nature that this amount of money was paid by those who wished the service?—A. No. This is not the amount paid by those who wished the service, sir; this is the amount we pay out for Canadian employees; and the only point I would like to make about it is that our concern is primarily—I am not going to say it is an unselfish concern—I am saying it is primarily the success of the company's operation; we want to get as much business for the Canadian route as we possibly can. I think you know, without my stressing it any more, that we are up against the very severest competition on the Pacific ocean of any other part of the world, because the United States is determined to get just as much of that oriental traffic as it possibly can—not only oriental, but Australian as well—and we have put Canada over a period of fifty years practically on the front street of world communications. This Pacific service is a very large contributing factor. We have brought to Canada traffic, passengers and trade that would never have seen the Dominion of Canada if it had not been for this high class service that we operate between Great Britain and the continent of Europe and Canada and the Orient.

By Mr. MacNicol:

Q. In fact, a great deal of your traffic on your Pacific service originates in Great Britain?—A. Quite so.

Q. Traffic going from Great Britain to Asiatic or Australian ports?—A. Yes. In fact, that was the origin of the service; the British government was the party that first arranged for this service with that 60,000 pound subsidy. That was the occasion for building the first three Empresses. They wanted another route to the Orient through Canada, and a route that would be all on British soil.

The CHAIRMAN: An all red route.

Mr. FLINTOFT: Yes, all British route—British shops and British rail.

Mr. MACINNIS: And Chinese cooks.

Mr. FLINTOFT: That was in competition with the eastward or Cape of Good Hope route.

Mr. MACINNIS: There is a streak of yellow in the all red route.

The CHAIRMAN: We are giving a new meaning to the word "red".

Mr. FLINTOFT: I am sorry I did not get that.

Mr. MACINNIS: It does not matter.

Mr. FLINTOFT: I was going to say that that was the original situation. Later on the Panama Canal was started, and that introduced a tremendous additional competitive factor in the field, and we are up against that. I suppose my good friend Mr. Reid is possibly—I do not blame him a bit; he wants to increase employment for his constituents, the people who are immediately under his eye.

Mr. REID: I object to the words "his constituents". That might be interpreted wrongly. As a matter of fact, a great number of the people I am interested in are living in Vancouver; they are Canadian citizens.

Mr. FLINTOFT: The speaker orders me to withdraw, and I withdraw. Canadian citizens. People around Vancouver and New Westminster and that territory. I think that is Mr. Reid's primary interest. Now, sir, I suggest that there is the wider interest, and I speak of the Canadian interest as a whole, to be considered; and it would be a great mistake to do anything that would in any way interfere with the character of the service we have built up on the Pacific which is of such great value to Canada and to Canadian labour, because it means that every ton of freight we bring across the Pacific means something more for the Canadian railways to carry, and the same is true with regard to passengers.

By Mr. MacNicol:

Q. Are all your crews on your railways Canadian citizens?—A. Yes.

Q. They are not coloured at all—I mean your enginemen and brakemen and conductors?—A. Generally speaking, yes.

By Mr. Howden:

Q. Have you any service using the Panama Canal?—A. Not except our around the world cruise. In that case the Briton goes through on her around the world cruise and pays them about \$20,000 each crack.

Q. I mean to say that your steamship service is largely a feeder for your transcontinental railway service?—A. Quite. That around the world cruise is a special feature, of course. We do not operate any steamship services through the Panama Canal; they are all co-ordinated with our rail services through Canada.

Q. Quite.—A. Unless there are some further questions, I think I have taken up more time than I intended to.

Mr. MACNICOL: The question I would like to ask has nothing to do with the colour of the crews. At the bottom of page 14 of the brief this statement appears:—

The C.P.R. Empress boats are subsidized by the British Admiralty because of their speed, and because they can stand the recoil of a gun, etc.

I was wondering what size of gun they can stand the recoil of.

Mr. FLINTOFT: I did not take the time to read through that brief. The last two pages are really dealing with statements made by Mr. O'Donovan or the [Mr. E. P. Flintoft.]

organization he represents, the Congress of Canadian Organization, in a communication to the Minister of Trade and Commerce. As a matter of fact, he is wrong there, because we do not get any British subsidy at all for those ships.

Mr. MACKENZIE: That would be in former years.

Mr. FLINTOFT: We have not had any British subsidy for those ships since 1914.

Mr. REID: Referring to page No. 10 of your brief, you show the cost of meals for Chinese at 28 cents and for Canadians at 60 cents. I do not know how you arrive at that, and I do not suppose you can very well contradict it, but I know that in feeding men in camps the cost was from 24 cents to 28 cents all told, and I never heard any complaints about the meals from the men in the camps. You have your costs up to 60 cents.

Mr. FLINTOFT: Perhaps it would be more satisfactory to you to have Captain Aikman deal with that, because I have been giving you second-hand what he gives me on this item.

Mr. REID: I would like to make one other remark regarding your brief in connection with the ships on the Pacific coast. You rather gave the impression that the resolution to which reference has been made asked for 100 per cent white crews, because you go into figures and give data showing what it would cost to replace a few Orientals by whites.

Mr. FLINTOFT: This sheet does not deal with that.

Mr. REID: The resolution did not ask for that but for a greater proportion of white Canadian citizens to be employed. While this information is useful, it has no bearing on the resolution.

Mr. FLINTOFT: Captain Aikman will deal with that question.

Mr. ISNOR: At the top of page 14 you say:—

In addition our purchases in Canada for the ten year period ended 1935 averaged \$53,000,000 a year.

Could you make an estimate of the cost of supplies outside of Canada for your service?

Mr. FLINTOFT: Do you mean for the ships' services?

Mr. ISNOR: Ships' services, supplies, yes?

Mr. FLINTOFT: I would have to make inquiry. I suppose we can get that information for you.

Mr. ISNOR: I want to see what proportion you spent in Canada as compared with outside.

Mr. FLINTOFT: It would not be anything like as great outside. Mr. Isnor is dealing with the matter generally. Captain Aikman is getting me a figure which would be typical. Take, for instance, the midsummer drydocking in 1935 at Esquimalt and the annual overhaul done at Hong Kong. In the case of the Vancouver concern the *Empress of Japan* paid \$6,403 as compared with \$694 paid to the Hong Kong concern in connection with the overhaul. The *Empress of Canada* at Vancouver spent \$8,577 as compared with \$987 spent in Hong Kong. Of course, that is only one item. The Hong Kong repairs are away above that because that is where the overhaul is carried out.

Mr. MACNICOL: At Hong Kong?

Mr. FLINTOFT: Yes, that is where the annual overhaul is done. The midsummer drydocking is done at Vancouver, but the way the ships operate the annual overhaul is at Hong Kong. I will make enquiries and see if I can get a comprehensive figure that will show you the amount spent out of Canada.

Mr. ISNOR: I was more particularly concerned with the supplies and repairs.

Mr. HOWDEN: When your ships are provisioned are they provisioned in Canada?

Mr. FLINTOFT: The Pacific ships are mainly provisioned in Canada, at Vancouver.

Mr. REID: What about coal?

Mr. FLINTOFT: We try to get as much coal as possible at Vancouver.

Mr. NEILL: Where do you do your annual overhaul?

Mr. FLINTOFT: At Hong Kong.

Mr. MACNICOL: Why do you do your annual overhaul at Hong Kong?

Mr. FLINTOFT: Captain Aikman will explain that later.

Mr. NEILL: Because it is cheaper?

Mr. FLINTOFT: Yes, it is cheaper.

Mr. NEILL: With regard to your remarks as to the superiority of this service, I presume that means passenger service. The bathroom steward, bedroom steward, deck steward, and so on, all turn up about the time you get into port. In what way are they superior? Does somebody come and sing you to sleep? What extra service is there that you would not get on an Atlantic liner or another Pacific liner if it were manned by white people? I want to know where the superiority comes in?

Mr. FLINTOFT: I will ask Captain Aikman to answer that question.

Mr. NEILL: You are putting a terrible responsibility on Captain Aikman.

Mr. FLINTOFT: His shoulders are broad. As I said in the beginning, Mr. Neil, when it gets down to practical matters I think it would be wasting time for me to attempt to give explanations which Captain Aikman can give very much better than I can. I am a modest young man.

Mr. MACNICOL: I would like to ask Captain Aikman a question with reference to overhauling at Hong Kong. The overhauling of a ship must necessitate the purchase of boiler tubes and boiler fittings. Are they purchased in Hong Kong?

Captain AIKMAN: No; they are purchased in Great Britain. They are not made here. They are sent out from Great Britain. The reasons we overhaul in Hong Kong are three in number: First, the cost. It would cost us nearly 100 per cent more than it does at present to do our overhaul at Esquimalt. Secondly, there is no machinery at Esquimalt to carry out the big jobs in connection with the turbines.

Mr. NEILL: Has not that been done?

Captain AIKMAN: No.

Mr. NEILL: Did not you overhaul at Esquimalt?

Captain AIKMAN: No.

Mr. NEILL: We were told that you overhauled in Esquimalt?

Captain AIKMAN: As far as the painting and cleaning is concerned, yes, but not so far as machinery is concerned.

The CHAIRMAN: I think Captain Aikman should be formally brought before the committee and the oath administered to him before we continue to question him.

Captain Aikman of the Royal Naval Reserve will be the next witness. I will ask the secretary to administer the oath to him.

[Mr. E. P. Flintoft.]

Captain EDMUND AIKMAN, R.N.R., called and sworn.

By the Chairman:

Q. What is your name in full?—A. Edmund Aikman.

Q. What is your position?—A. General-superintendent, Canadian Pacific Steamships, Vancouver.

By Mr. MacNicol:

Q. Is all of the material used in the overhauling of the ships at Hong Kong British material?—A. British or Canadian. All the paint is purchased in Canada. The boiler tubes and condenser tubes are purchased in Great Britain. The overhauls would cost us nearly 100 per cent more if we had them done at Esquimalt. Esquimalt has not the machinery necessary to turn out the big jobs we require in connection with the engine-room.

Then there is the question of labour. We can get any amount of unstinted labour in Hong Kong and we do not have to lay our ships up so long as we would have to lay them up if we had the overhauling done in Esquimalt. Also the weather conditions are a big factor. As you are aware, on the coast we have a great deal of wet weather, and in Hong Kong the weather is satisfactory for caulking the decks, painting ship, and similar work.

Q. You really do your overhauling at Hong Kong in order to cut down the cost?—A. Yes, and it is more convenient in every way. We would have to lay our ships up for a longer time if we did the overhauling at Esquimalt, and the earning capacity of the ships would be reduced accordingly.

By Mr. Neill:

Q. Would not the drydock at Esquimalt furnish the necessary machinery if you guaranteed the work?—A. The machinery is not there at present. We have had to send our ships to Bremmerton, the United States navy yard on the Puget Sound, to do big work.

Q. If you guaranteed the work they would put in the machinery?—A. Would they compensate us for laying our ships up for a longer period?

Q. The drydocks at Hong Kong are British Government drydocks, are they not?—A. They are a private enterprise, and they have supplied us with drydocks long before Canada had a drydock that could take our ships, and they have invested a great deal of money in those drydocks very largely because our ships are the largest ships that go to the Orient. Recently they had to extend the dock at Kowloon at a considerable cost to take in the *Empress of Japan*, and they did it definitely and especially for that purpose. Kowloon is on the mainland.

Q. Still in British territory?—A. Yes.

Mr. FLINTOFT: Captain Aikman has prepared a statement, and perhaps he might just read it if it is agreeable to the committee.

The CHAIRMAN: Is it agreeable to the committee that Captain Aikman presents his statement before he is questioned?

Mrs. BLACK: Yes.

WITNESS: I do not think it is necessary for me to read my statement, because a great deal of it is embodied in what Mr. Flintoft has already said, but I would like to bring this suggestion to the notice of the committee: It has been suggested that there are a great many unemployed seamen in Vancouver. I would like to know where these unemployed seamen have come from. Vancouver never has in the whole of its history been a ship operating or ship-owning port where deep sea tonnage is involved, and there has never been any demand for trained deep sea seamen for the class of ships we operate. Therefore this vast number of unemployed seamen could not have congregated as the

result of depression. I cannot understand where these seamen have suddenly appeared from, because there has never been any demand for them. Now, when I read Mr. O'Donovan's evidence I endeavoured to find out if there were in fact skilled Canadian seamen in Vancouver, and when I made inquiries I found that the office of the union O'Donovan represents was closed up and the telephone had been taken out. I would like to know, if what Mr. O'Donovan says is a fact—

Mr. REID: They moved their offices.

WITNESS: I could not find out where they had moved them. There was no record of any office and nothing in the telephone book to indicate their whereabouts that I could discover. Why cannot Mr. O'Donovan or whoever is representing his union give us a list of the men whom he maintains are skilled and efficient seamen, showing their names, nationalities, length of service at sea, and whether they hold lifeboat certificates, because frankly I do not believe that in Vancouver there exist the skilled seamen who could give us the service which we at present give to the travelling public. I do not believe that those skilled seamen exist or ever did exist in Vancouver to the extent that they would be able to replace in any one department of our ships the present crews.

By Mr. MacInnis:

Q. Do you think they ever will exist under the present policy of the Canadian Pacific Railway Company?—A. That is apart from the question.

Q. Oh, no?—A. We are told that they now exist and I suggest to you that they do not exist.

By Mr. Neill:

Q. Not even 277 men?—A. No.

Q. 186 men is the number that would be required to man the decks of those four boats?—A. You need more than 186 men because you have to have a surplus in reserve.

Q. Do you say there are not that number obtainable in Vancouver?—A. No, sir; I do not believe so.

Q. After making enquiries?—A. I have made many enquiries, but we cannot find any evidence to support that contention.

By Mr. Reid:

Q. I can show you affidavits showing that a policeman was brought from the city of London to operate the service in Vancouver. They said it was a movement of the staff or personnel of the company?—A. A policeman was brought from London to Vancouver?

Q. Yes?—A. In what capacity was he to serve?

Mr. FLINTOFF: On the ships.

By Mr. Reid:

Q. Yes, and I can show you affidavits of seamen who offered their services and were told that because they had not British Board of Trade certificates they were not acceptable to the captains. I can produce those affidavits if you require them.

By Mr. MacNicol:

Q. The captain is responsible for giving 100 per cent service and he likes to engage the best men he can?—A. We have no vacancies for seamen at the present time. We use Chinese seamen. We are not hiring Canadian seamen at the moment.

[Captain Edmund Aikman.]

Mr. McIVOR: The employment problem there is like it is everywhere else, and there are probably many men who cannot get work.

By Mr. Neill:

Q. If the policy is not to employ Canadian seamen, what is the use of somebody supplying you with a list?—A. You are suggesting that we should employ them and I suggest that they do not exist in Vancouver.

Q. And you say you would not employ them anyway?—A. No. I say we do not employ them at the present time. We tried it up to 1913, tried very hard to employ white seamen in our ships, and we were eventually forced to give it up.

Q. And that has been the experience throughout the world in British ships?—A. Not necessarily, because in Great Britain you can always get British seamen.

Q. The Union Steamship for instance?—A. They are operated from Sydney.

Q. I mean the local Union Steamship Company?—A. I am talking of deep sea ships, not coastal. In our coastal ships we employ Canadians.

Mr. HOWDEN: The witness states definitely that deep sea seamen do not exist on the Pacific coast for hire. Now, there is no need for us to go any further if that is the truth. That settles it immediately.

The CHAIRMAN: Yes, that is a very important statement.

Mr. REID: His attitude is that on account of Vancouver having few ships registered there the seamen do not exist. He loses sight of the fact that men have emigrated from all countries, particularly the Old Country, and have located in Vancouver and New Westminster.

WITNESS: I have not been able to get a list which will convince me that there are skilled seamen, stewards and firemen available in Vancouver, and I do not believe there are.

By Mr. Reid:

Q. If we furnish a list would you consider employing them? (No response).

By Mr. Isnor:

Q. We could give you some seamen from Halifax?—A. And then you will have British Columbia up against you.

By Mr. Reid:

Q. Apart from the fact that you say the men are not available in Vancouver which I seriously dispute, I think you will agree that when you employ Orientals from Hongkong they are no more skilled than our men?—A. They are very fine seamen.

Q. Because they have sailed in junks?—A. Because we have found them in actual practice to be most excellent seamen.

Q. They got their start in junks, I suppose?—A. I do not care where they got their start, they are seamen when we get them.

Mr. MACNICOL: Seamen are born, not made.

By Mr. Dubuc:

Q. I understand that Orientals and whites do not mix?—A. No.

Q. Would the British seamen's organizations be favourable to Canadian seamen if they did exist?—A. I do not understand your question.

Q. A British ship registered in Great Britain must be manned by labour organizations of Great Britain?—A. No, not necessarily, so long as they are manned by British subjects. It does not matter what race these subjects belong to provided they are British subjects.

Q. In other words, the English seamen would not object to having forty-five British subjects from Canada with the rest of the British subjects from the British Isles?—A. Oh, no.

Q. That is what I wanted stated definitely?—A. Yes.

By Mr. Isnor:

Q. Your records will no doubt show the wages paid previous to 1913 to the original Empress boats?—A. Previous to 1913?

Q. Yes?—A. I have not those figures.

Q. Your records would show?—A. They might. I do not know that we actually have the figures now.

Q. They were manned at that time by white crews so far as the deck was concerned?—A. Yes.

Q. That would be interesting for us to know?—A. We nearly always had to send to Great Britain for those crews; we could not get them in Canada.

Q. But they were on the boats at the time. You had a white deck crew in 1913?—A. Yes, up to about 1913.

Q. 1913 or 1914?—A. Yes.

Q. Your records would show the cost at that time?—A. What has the cost at that time to do with the cost now?

Q. It is for me to make that comparison. I wonder if you would be good enough to supply the chairman with that information?—A. If the records are available I shall be glad to do so, but I doubt very much if they are.

MR. ISNOR: Mr. Chairman, I do not think the witness should answer: "What has the cost at that time to do with the cost now?" If the witness wishes to adopt that attitude, well and good.

WITNESS: I certainly apologize.

By the Chairman:

Q. If the information can be obtained, kindly produce it?—A. If the information is available I will produce it.

By Mr. Neill:

Q. Your records up to 1913 will be available?—A. Not necessarily; they may have been destroyed. Our offices were changed in 1927 and a great number of the old records were destroyed when we changed to new offices.

By Mr. Dubuc:

Q. Would it be possible to get the information as to how many Canadian seamen are on the Atlantic service and how many other seamen are on all other services?—A. I would not be able to supply you with that information.

Q. Could it be supplied?—A. I do not know.

MR. FLINTOFT: We will take that up.

By Mr. Neill:

Q. If your records are not available how do you know that it was cheaper to put Chinamen on in 1913?—A. I am comparing the wages now with the existing wages, and in connection with that I would like to say that in making out the statement of comparative wages I noticed that in Mr. O'Donovan's evidence he quoted \$10 higher in every case except the ordinary seamen than the figure upon which my statement is based, so that the actual cost, according to Mr. O'Donovan's figures, would be anywhere from 15 per cent to 20 per cent higher than what I have shown in my statement.

Q. Whose wages?—A. White men's wages.

[Captain Edmund Aikman.]

Q. He made it higher than you made it?—A. Yes.

Q. Then he was not prejudicing your case?—A. No. I merely want to show that the comparative figures in my statement are very conservative figures.

Q. His figures?—A. He quoted a higher rate of wages than I allowed in making my calculations.

Q. For white men?—A. Yes.

Mr. MACNICOL: I suppose we shall have Captain Aikman's statement extended upon the record of the proceedings?

The CHAIRMAN: Yes.

Mr. REID: I have here a letter dated March, 1933, reading as follows:—

CANADIAN ASSOCIATION OF SEAMEN

March 30, 1933.

Mr. T. REID, M.P.,
House of Commons,
Ottawa, Ont.

DEAR MR. REID:—Enclosed please find an affidavit sworn by a Canadian seaman before Mr. Duncan Crux, a local lawyer.

On Monday the 13th instant there were two jobs going on the SS. Junata, a ship chartered by the British Canadian Steamship Company and subsidized by the government from our public funds.

This is not the first instance a Canadian seaman, holding a Canadian Discharge Book, was insulted by an English sea captain, consequently we exposed the matter in the "Sun" on Monday the 27th instant, a copy of which I am sending you under separate cover.

Yours truly,

CANADIAN ASSOCIATION OF SEAMEN

per (sgd) P. O'DONOVAN,

National Secretary.

Q. To the best of my knowledge I received six affidavits from men who claim they could not procure a job. When you made the statement that there are no seamen in Vancouver I seriously dispute it?—A. I am not saying there are no seamen there. I say I do not believe there are sufficient skilled seamen who would be satisfactory to us in Vancouver to man our ships.

By Mr. Neill:

Q. Then where does O'Donovan get his support from, his union?—A. I do not know, but I suggest to the committee that they should ask for a list of the names, nationalities, length of service, and whether they are holders of lifeboat certificates.

By the Chairman:

Q. A list of the men and the qualification of each man in the list?—A. Yes.

By Mr. MacNicol:

Q. You would have no objection to engaging a thoroughly qualified Canadian or Britisher who happened to be in Vancouver if he were out of work?—A. Provided I had a job available, no.

By Mr. Neill:

Q. That is not quite fair. You have already stated that the policy of your company is not to employ white men on those ships, and therefore you would not employ ten men or one white man?—A. Not unless I had a vacancy for them.

Q. You do not make vacancies. The policy is to keep Chinamen on? (No response).

Mr. MACNICOL: I had reference to one particular job.

Mr. NEILL: He would not put one white deck hand on tomorrow.

Mr. REID: There are two points of view coming up. We have heard a brief read this morning as to the number of Orientals employed as against white men, and in the brief it was submitted that in 1913 they did employ white deck hands but they are no longer employed because they were not reliable and went into logging camps. Now the captain says they would employ able-bodied seamen if they were available in Vancouver.

WITNESS: No. I am questioning Mr. O'Donovan's statement. He has made a statement and I am making a counter-statement.

Mr. REID: I will undertake to provide a list of seamen in Vancouver.

The CHAIRMAN: We want that list if we can get it.

Mr. NEILL: The Captain stated a few minutes ago that they would not employ white men.

Mr. MACNICOL: Because they could not obtain satisfactory help.

Mr. NEILL: No.

The CHAIRMAN: Can we not let the Captain complete that statement and make sure what he intended to say to the committee.

By Mr. Neill:

Q. Is it not the policy of the Canadian Pacific Company on the trans-Pacific boats to employ Chinamen as deckhands?—A. We do employ Chinamen as deckhands.

Q. And that is your policy?—A. If you call it a policy, yes.

By Mr. MacInnis:

Q. I think possibly a couple of questions might elicit from the Captain why they prefer Chinese to whites. I have here in the comparative statement filed by a previous speaker the costs to the company between Chinese and Canadian crews on the Pacific Empresses. Now, making allowance for the smaller number of whites in the various departments on the ships I find that the total monthly wage in the employment of whites would be \$77,484 as compared with \$16,990 in the employment of Chinese. Is it not fair to say that the reason they employ Chinese rather than whites is because they get them cheaper and they are more docile and obedient? In other words, they are better slaves than whites would be?—A. We do not treat them as slaves. I object to that term.

Q. They are wage slaves, in any case?—A. I object to the term "slaves."

Q. The average monthly wage for Chinese on the deck, in the engine-room and victualling departments is \$9.60, and the average wage for whites in the same positions would be \$52.53. Now, is it not correct to say that that is mainly the reason why you employ Chinese?—A. That is partly the reason. We do not deny that. We have stated that there is economy in employing Chinese, and that if we had to substitute Canadian crews our costs would be very much enhanced, our operating costs.

Q. That is true of all other employments that you can mention, is it not?—A. What do you mean by "all other employments"?

[Captain Edmund Aikman.]

Q. In the lumber camps or in the sawmills, or the various factories you could employ cheaper and more docile Chinese labour than you could white labour?—A. I do not operate lumber camps.

Q. But there are lumber camps and such operations in Canada?—A. Yes.

Q. I am not particularly objecting to the employment of coloured labour, but as far as Canada is concerned at this time I think we should reserve our employment for Canadian citizens as far as possible. I am also concerned about the conditions under which they work and live? (No response)

By Mrs. Black:

Q. Well, I have been in two of the Empresses and have been through the Chinese quarters, and the Chinese quarters on those ships are clean. Also the men are decently clad and decently fed and decently treated. I have had the opportunity of going through the Empress of Japan a number of times, because an old-time Yukoner there is in charge of the Chinese crew, and I say it is entirely incorrect to say the Chinese are treated like slaves and quartered like slaves.

The CHAIRMAN: Do you wish to leave with the committee the feeling that that term is too strong?

Mr. MACINNIS: No. I maintain that all people who sell their labour are wage slaves.

Mr. MACNICOL: We are all slaves under that definition.

The CHAIRMAN: The term "wage slaves" is a little bit different from the other term used.

It is now one o'clock and we shall have to meet again at four o'clock if we are to complete this evidence today.

Mr. NEILL: Four o'clock this afternoon?

The CHAIRMAN: Yes, this is Friday.

* Mr. NEILL: The estimates are coming up. Let us sit tomorrow morning.

The CHAIRMAN: We cannot sit on Saturday. Many members go away tonight.

Mr. NEILL: There is no need for them to go away. They are paid to stay here.

Mrs. BLACK: It is convenient for you to stay because you cannot get away.

The CHAIRMAN: We shall adjourn now until four o'clock this afternoon.

Whereupon the committee adjourned at 1 o'clock p.m. until 4 o'clock p.m.

THE COMMITTEE RESUMED AT 4 O'CLOCK P.M.

Captain Edmund AIKMAN, R.N.R., resumed the stand.

The CHAIRMAN: We will ask Captain Edmund Aikman of the Royal Naval Reserve to continue with his evidence.

Mr. NEIL: Is the witness a captain or a commodore or a commander?

WITNESS: "Captain" is the correct title. If you will look at the retired list of officers of the Royal Naval Reserve you will see that that is correct.

With your permission I will read my submission:—

VANCOUVER, B.C., April 15, 1936.

The Canadian Pacific Steamship Company maintains a fortnightly trans-Pacific service with four vessels, viz., the Empress of Japan 26032 tons, Empress of Canada 21517 tons, Empress of Russia 16810 tons, and Empress of Asia 16909 tons.

These vessels are in competition with subsidized ships operating under the United States and Japanese flags, and this competition is further supplemented by British, French, German, Italian, Swedish and Japanese vessels trading along the Oriental Coast, who pick up local traffic there as well as European traffic, and compete via the Suez Route with Canadian Pacific vessels for such traffic via the route through Canada and across the Atlantic. In addition to the above, there are vessels trading from the Orient via the Panama Canal to the Atlantic seaboard of America, which also compete with Canadian Pacific vessels and the rail route through Canada.

The undernoted is a list of the lines competing with the Canadian Pacific for business in, from, and to the Orient:—

Trans-Pacific Direct

American Mail Line—Seattle, Victoria to Manila, via ports.
 Blue Funnel Line (British)—Seattle, Vancouver to Hong Kong via ports.
 N.Y.K. (Japanese) Line—Seattle, Vancouver to Japan.
 States Line (American)—Portland Oregon to Manila via ports.

Trans-Pacific via Honolulu

Dollar Line (American)—San Francisco to Manila via ports.
 N.Y.K. (Japanese) Line—Los Angeles to Hong Kong via ports.

Europe to the Orient

East Asiatic Line (Danish)—Antwerp to Manila and Kobe via ports.
 Hamburg American (N.D.L.) (German)—Hamburg to Manila and Yokohama via ports.
 Wilhelmsen Line (German)—Hamburg, Manila and Yokohama via ports.
 Messageries Maritime (French)—Marseilles to Hong Kong and Kobe via ports.
 Swedish East Asiatic Co. Ltd.—Oslo to Manila and Kobe via ports.
 Lloyd Triestino (Italian)—Trieste to Hong Kong and Shanghai.
 P. & O. Line (British)—London to Hong Kong and Yokohama via ports.
 Blue Funnel Line (British)—Liverpool to Hong Kong and Yokohama via ports.

Atlantic Coast via Panama

Barber Line (American)—New York to Manila and Yokohama via ports.
 Blue Funnel Line (British)—New York to Manila and Shanghai via ports.
 Silver Line (British)—New York to Manila and Shanghai via ports.
 O.S.K. Line (Japanese)—New York to Yokohama and Kobe.

Australia to Orient

Australian Far East Line—Sydney to Manila and Yokohama via ports.

All the Company's Deck and Engineer officers, Pursuers, Supervisory Stewards, Chefs, etc., are Canadian or British born with the exception of a few members of the Catering Staff who are of European nationality, [Captain Edmund Aikman.]

but are naturalized or domiciled in Canada. The balance of the crew are Chinese from the British Crown Colony, of Hong Kong approximately 80% of whom have been born or are resident in HongKong.

The percentage of Canadian and British born subjects at present on each ship, other than Chinese, is:—

Empress of Japan.....	15·6%
Empress of Canada.....	15·0%
Empress of Russia.....	13·0%
Empress of Asia.....	13·0%

The suggestion has been advanced that the Pacific Empresses could carry a greater number of white Canadian citizens. In considering this suggestion the following points must be kept in mind:—

- (1) The operating expense.
- (2) The impossibility of mixing European and Oriental races on terms of equality.
- (3) The availability of skilled personnel as regards numbers.
- (4) The temperament and mentality of those available towards the work they are required to perform, and the willingness to submit to a rigid system of discipline which is essential in the safe operating of ships at sea.
- (5) The capacity to withstanding climatic conditions.

Dealing with these items as enumerated:—

(1) The estimated additional cost of substituting Canadian for Oriental labour in the several departments of the four vessels now in service is as follows:—

Deck Department.....	\$ 85,178
Engineering Department.....	287,674
Catering Department.....	466,263
	<hr/>
	\$839,115

These estimates are conservative statements.

(2) It is not possible to increase the present number of Canadian or British personnel unless one or more entire departments are replaced. Owing to racial difference Canadians and Orientals will not work alongside each other doing the same work and at different rates of pay.

MR. FLINTOFT: You were going to expand the statement I read this morning?

WITNESS: I think I mentioned this morning that the figures on which I based my estimates were in all cases approximately \$10 a month lower per capita than the figures mentioned by Mr. O'Donovan in quoting the rates at which members of his union would sign on the ships.

By the Chairman:

Q. \$10 less than he stated?—A. Yes. For instance, when he said a quarter-master should get \$70 we have allowed \$60, and so on. As regards numbers we have given them the lowest possible numbers with which we could get along, in my opinion. We could not with the numbers we have given in making up our estimates furnish such efficient service as we at present furnish with the numbers of Chinese crews that we have. We could get by with a smaller number of Chinese, but could not give the present efficient service.

(3) Whilst Vancouver is a shipping port of considerable magnitude it is not to any extent a ship owning or operating centre where overseas tonnage is concerned. Practically all the overseas or deep-water tonnage

which enters Vancouver, with the exception of the four *Empresses*, is owned in and operated out of British, European and Japanese ports, where their crews originate. As a result of this the demand on the Pacific Coast of Canada for seamen, firemen, and stewards trained in the work of ocean-going vessels, and with special reference to first class passenger vessels is negligible.

There are practically no trained firemen capable of maintaining steam in coal-burning vessels and there are only a limited number capable of successfully and with safety, tending high pressure water-tube boilers of oil-burning vessels.

It is argued that there are large numbers of unemployed seamen in Vancouver, but I do not believe that there are enough to man the Canadian Pacific vessels as and when required with men who would be satisfactory to the company, in any one department in which we might be directed to substitute Canadians for Chinese. Vancouver has never been a ship-owning centre of any consequence where deep-sea tonnage is involved, and the training ground for deep-sea personnel has never existed so that the type of seamen required cannot have accumulated on account of their being thrown out of work as the result of depression. Western Canada has a fishing industry and a coasting trade, but an unemployed fisherman, or a casual worker who trucks cargo onto and off a coastal vessel for two or three months of the year when seasonal traffic necessitates extra help and who on being paid off registers as an unemployed seaman, cannot be seriously considered as a qualified candidate in a first class ocean-going service. A ship, to be seaworthy, must be manned by a competent crew. When the lives of passengers are in jeopardy they may be lost or saved by the incompetence or competence of the crew. Apart from the matter of seaworthiness, there is the competition with other ships. Efficiency of the crew has much to do with the reputation for service and the attracting or diverting of business.

By Mr. Howden:

Q. Do ordinary able-bodied seamen have to go through a regular apprenticeship?—A. They become more or less automatically able-bodied seamen after serving a certain number of years at sea, provided of course they have good discharges and can produce the reasonable qualifications of able-bodied seamen.

Q. Your contention is that these coastal men have not sufficient experience in deep water?—A. They do not get the experience.

In view of the fact that Vancouver has never, to any extent, had ocean-going vessels of Canadian registry, it would be interesting to know from whence the number of seamen which it is claimed are at present out of employment in Western Canada accumulated.

(4) In dealing with the successful operation of ocean-going passenger vessels in competition with other ships or maritime nations, due consideration must be given to the temperament and mentality of the employees available and their adaptability towards the class of work to be performed arising out of the nature and wants of the clients from whom the company derives its revenue.

Canada as a young and pioneer country has developed a class of people whose independent outlook on life does not fit them for the performance of menial duties such as frequently have to be undertaken to meet the exacting needs and wishes of the travelling public to-day.

While the Chinese members of the crew are not worked an excessive number of hours per day, they are always willing to work as exigencies require, and do not demand stated times for work. The consequence is

[Captain Edmund Aikman.]

that the convenience of passengers is met and service is afforded pretty much as passengers desire it. This is one of the attractions of the service. If Canadian crews were installed and they demanded, as is demanded by the crews on Australian ships, fixed hours for service, fixed hours for meals being served to passengers, and other such restrictions, the service would surely suffer in the loss of patronage.

The operation of a ship at sea is not comparable to any institution ashore. The sea is no respecter of persons. The necessity for vigilance in every department is more exacting and the time involved is twenty-four hours every day during the entire voyage. These circumstances require a mentality developed to meet sea conditions which can only be acquired by those who have been brought up to the sea from an early age and acquired sea-mindedness and all that this means.

With all deference to Canadians, who excel in many respects over other races, I have yet to meet any race that excell the Chinese for adaptability where service is concerned, or greater willingness to give unstinted service in emergencies in any department.

The present system of manning the vessels of the Canadian Pacific (Transpacific Service) is the outcome of nearly fifty years' experience in maintaining a first-class passenger and express cargo service between Vancouver and the Orient. Until 1913 Canadian and British crews were carried on deck, but I am informed by our commanders and senior officers who were in the Pacific Service prior to that date that there was difficulty in getting efficient and satisfactory crews. During the summer months when work was to be had ashore the crews left the ships and the ships frequently had to sail with crews on deck that were far from satisfactory. It is also stated that there was much intemperance amongst the Canadian section of the crew both at Vancouver and Hongkong.

In the operation of its steamships the management has always endeavoured to maintain the highest possible standard of discipline and efficiency. Without discipline a ship is not seaworthy. Without efficiency traffic is lost in competition with other lines. For nearly half a century the White Empresses have been, and still are, the premier ships trading to the Orient; they have built up a reputation for discipline, efficiency and service which is universally acknowledged amongst the travelling public. On account of this, the patronage from amongst the travelling public is international, and any ill-advised move, however well-intentioned it might be, that would upset the present standard of service and efficiency would reflect on the prestige and earnings of the company within a very brief period to an extent from which it would take years to recover. The soundness of the company's policy is proved by the fact that since it commenced operating ships in 1887, it has never been involved in a major accident on the Pacific Ocean entailing loss of life either of passenger or crew. It has been stated that the United States regulations call for two-thirds of their crew to be United States citizens where subsidized tonnage is concerned, and the question is naturally asked why cannot Canada do the same.

With all deference to the United States, the results on her vessels from the point of view of discipline are open to serious criticism at the present time. Ships have been tied up due to the refusal of crews to operate them; schedules have been dislocated, ships have been held up in port, passengers have been inconvenienced, sailings have had to be cancelled, and owners have been forced to prosecute on the grounds of mutiny. To quote only one case from a news memorandum issued at San Francisco on March 23, 1936:—

Mutinous attitude of crews on American flag ships is rapidly spreading to high seas. Master of vessel recently arrived reports flagrant disregard of lawful orders at sea when crew members refuse to participate in regular lifeboat drills. The incident has been entered into the Official Log left with the Shipping Commission at Seattle. In his report the master says:—

The seamen and quartermaster refused to man the boat when so ordered, and when asked to volunteer. Each gave as his reason either that in his opinion *it was unnecessary* or because it wasn't safety first. This refusal continued even after he had warned them individually that they would be punished to the full extent of the law.

It is unnecessary to elaborate on the reaction to such a development, and past experience has taught us how far-reaching on the Pacific coast is the influence of conditions to the south of Vancouver where maritime and waterfront activities are concerned.

(5) The percentage of breakdown in health amongst Canadian crews on account of climatic conditions during the hot season in the Orient—May to October inclusive—would be considerable. The conditions are trying even for officers and others who are entitled to their own cabins. Stokehold temperatures during the summer are frequently as high as 102 degrees Fah. The advantage of having crews fully acclimatized to weather conditions is an asset which contributes materially to the work and service of the ship. This fact is recognized by nearly all lines trading to the Orient, and even fleet auxiliary vessels tending the Royal Navy on the China Station, chartered transports, and river gunboats use Asiatic crews in whole or in part.

Then I would like to quote from a report that came from the *Niagara* when she left Sydney last year during the strike down there short of crew and had to get some crew at Vancouver. These men, I believe, were furnished by Mr. O'Donovan. Here is the excerpt from the chief steward's letter from the *Niagara* to the general manager, Mr. C. A. Line, Vancouver, under date November 15, 1935:—

Regarding the cooks and baker that were signed on at yours I am sorry to say that all these men are of a very poor standard. LeBlanc who signed on as extra chef has been a great disappointment and I regret to say that his credentials are not fitting for the quality of work he does.

Then an excerpt from commander's report from the *Niagara* to the general manager, Mr. C. A. Line, Vancouver, under date of December 2, 1935:—

I regret to say that the cooks engaged at Vancouver were very unsatisfactory, especially the one we signed on as extra chef. I think he must have forged his references. The stewards were also a very poor lot and I am afraid that Vancouver could never man this ship unless a better class of men could be obtained.

By the Chairman:

Q. That is on the *Niagara*?—A. Yes.

By Mr. Isnor:

Q. While the strike was on at San Francisco?—A. The strike was on at the coast and arising out of that strike she had to leave Australia short of crew.

[Captain Edmund Aikman.]

By Mr. MacInnis:

Q. Are there any Orientals employed on the *Niagara*?—A. No, none.

I would like to have the opportunity of refuting a few of the statements made in Mr. O'Donovan's evidence. At page 60 it is stated:—

The C.P.R. Empress boats are subsidized by the British Admiralty:—

- (a) Because of their speed.
- (b) Because they can stand the recoil of a gun.
- (c) Guns can be placed in position in 24 hours.
- (d) They can be quickly converted into cruisers.

The British Admiralty do not subsidize our Pacific ships. That might have been so at one time, but it is not correct now.

By Mr. Isnor:

Q. What page?—A. Page 60 of the record of the proceedings. That actually deals with the submission from the Congress of Canadian Organizations. The boats are not sufficiently stiffened to take the recoil of guns, and are not fitted with gun platforms, and the probability is that they would not be used as merchant cruisers. During the late war I served for a considerable time with the 10th Cruiser Squadron, and we started using big ships at high speeds, but found they were not satisfactory for blockade work and formed too large a target, and if they were mined or torpedoed there was too much at stake both in lives and property. We found that vessels of 10,000 to 16,000 or 17,000 tons were quite large enough for that work.

By Mr. Reid:

Q. Do you know of any countries that build ships to stand those requirements?—A. You could stiffen them to take the required guns, but at the present times these ships are not stiffened to do that. Undoubtedly in war time they would stiffen them up but at the present time they are not.

MR. ISNOR: I do not think that is in accordance with Mr. O'Donovan's statement. He was not sworn at that time, and that communication, I think, was sent to you.

The WITNESS: Next if you will turn to page 62—

By Mr. Isnor:

Q. From then you quote Mr. O'Donovan?—A. Yes.

Q. The other statement was not from Mr. O'Donovan at all, it was from the Congress of Canadian Organizations?—A. Yes.

Q. It was dealing with the view point of Mr. O'Donovan.—A. He says in the second last paragraph on page 62 that the number of white men employed on the four Empress boats was 265, and the total number of orientals employed was 175. That is obviously a misprint. He says further:

Now, we maintain that we do not want all white seamen aboard these ships, because it would be impossible for this reason: the traffic aboard these ships includes quite a number of—

The CHAIRMAN: What page are you reading from?

The WITNESS: Page 62. He says:

Our estimate is that we could man the Empress liners as follows
Empress of Japan, 357 white all told. *Empress of Canada*, 300 white all told. *Empress of Asia*, 250 white men; *Empress of Russia*, 250 white men:

I can assure you that these figures are at least 100 below the actual requirements that would be needed in white crews, and then we could not give the efficient service we are at the present time giving.

By Mr. MacNicol:

Q. 100 below per ship?—A. 100 below per ship. He says he can man them with white all told. That is a full crew, and he gives numbers which are misleading to this committee, because nobody could run the ships with the numbers he gives. I can assure you quite definitely on that point.

Then we come to page 64 with reference to the inability of Chinese to handle life-boats. The record states:—

Q. They understand enough to take orders?—A. Absolutely yes, they understand it all right. But I will tell you what they do not understand. They do not understand the operation of a life-boat. These Chinamen, when you are giving orders to put a life-boat over the side, do not understand. You have to point to the various things that they have to pick up. It would be an awful thing if one of those ships foundered at any time.

That is a very serious statement, and I wish to refute that as definitely as I can. That is a very unfair and untrue statement. The Chinese have shown remarkable adaptability in the handling of life-boats. They have never at any time shown panic, and they have on several occasions manned life-boats and made rescues at sea.

By Mr. MacNicol:

Q. What is your opinion as to what would happen in the event of a ship foundering with Chinese in control of the lifeboats? What would happen in comparison if you had white men in control?—A. They would handle lifeboats just as well as any other nationality, I am confident of that. We train these crews during the voyages, voyage after voyage. They are trained until that sort of work becomes subconscious, and we can show as fine discipline on abandoned ship drill as any ship or any company that runs ships.

By Mr. Neill:

Q. Can you train a white man into a yellow hide?—A. I have never tried training a white man into a yellow hide.

By Mr. MacInnis:

Q. Do you not think it would be a good idea, then, to train Chinese as officers, as well, and get a real good crew of your own?

By Mrs. Black:

Q. Is it not so that just a few years ago there was a horrible wreck on the Atlantic ocean?—A. Yes.

Q. The ship was manned by white men?—A. I know the case very well.

Q. The white men, who are always so brave, chopped the hands off of some women rather than have them get into the lifeboats. That is a matter of history. I do not see why one race is any braver than another. I have no brief for the Chinese, but why say that simply because a man is an Oriental?

Mr. MACNICOL: Nothing I said inferred that I had any idea of the superior bravery of the Chinese. I only wanted the Captain to express his opinion as to the reliability of the Chinese in a case of that kind.

The CHAIRMAN: Before we go on, could we have that incident mentioned by Mrs. Black on the Atlantic substantiated? What boat was it?

Mr. REID: Give us the name of the ship and the date.

WITNESS: Possibly you are referring to the *Morro Castle*.

Mrs. BLACK: I was referring to the *Bourgoyne*.

[Captain Edmund Aikman.]

Mr. NEILL: Was it substantiated at the time?

Mrs. BLACK: There may have been another case that I did not hear about.

By Mr. Howden:

Q. Can you state whether the Chinese would man the lifeboats for the Chinese, or whether they would man for the rest of the people?—A. They would man them for the people that were in distress.

By Mrs. Black:

Q. They would obey their officers, would they not?

Mr. MACNICOL: I have in mind what happened on the Atlantic last fall. I have forgotten the name of the ship, but it was a ship sailing out of New York.

WITNESS: *Morro Castle.*

Mr. MACNICOL: It was either sailing to New York, or from New York, and on reading a report of it I certainly thought the crew had not lived up to the tradition of British seamen.

Mr. MACKENZIE: They lived up to the example of the officers on that voyage.

Mr. MACNICOL: That may be so, but what I am particularly concerned about is what happens on our own British ships.

By Mr. Howden:

Q. Are these Chinese to be depended on?—A. They are. If you will permit me to give you a few instances just to emphasize and to exemplify the fact that they can be depended on, I will do so.

In 1903 Captain A. W. Davison was chief officer of the *Empress of India*.

Q. What year was that?—A. 1903.

Q. You told us this morning 1913.—A. I know in this case the boat was manned by Chinese volunteers.

Mr. HOWDEN: Then the statement by Mr. Flintoft this morning was incorrect.

Mr. MACINNIS: They were abolished in 1913.

Mr. FLINTOFT: We always had them in the engineering department.

WITNESS: The evidence given me is that the boats of the *Empress of India* were manned by Chinese volunteers and all except 13 members of the Chinese Gun Boat who refused to leave their ship were rescued.

In 1914 Captain A. W. Davison was in command of the *Empress of Russia* when war broke out. The *Empress of Russia* commissioned towards the latter part of August, 1914 at Hong Kong under the White Ensign as an armed merchant cruiser, sailed early in September having on board a full crew of Chinese who volunteered for war service. In addition she carried a number of British and French Naval ratings who formed gun crews, etc. From 1914 to the latter part of 1916 the *Empress of Russia* was employed as under:—

Blockading the port of Manila where 17 German Merchant ships were held up.

Searching for the German Cruiser *Emden*. H.M.A.S. *Sydney* transferred at sea approximately 110 officers and men, prisoners from the *Emden* to the *Empress of Russia* for transport to Colombo.

By Mr. Howden:

Q. They had guns on board?—A. Yes.

Q. You said you could not adapt them?—A. I said you could, but I said they are not now adapted.

The *Empress of Russia* captured Kamaran Id., bombarded and destroyed the Turkish batteries at Lohia in the Red Sea. During these engagements the *Empress of Russia* was under fire and the Chinese behaved splendidly.

At the end of 1916 the *Empress of Russia* was recommissioned at Hong Kong as a troop ship with a full volunteer crew of Chinese, and carried Chinese labour battalions from North China to Vancouver during 1917. During 1918, also manned by a volunteer Chinese crew the *Empress of Russia* carried American troops from New York to Liverpool, finally returning to Vancouver in March, 1919. During the whole of her war service the conduct and behaviour of the Chinese was exemplary. The Naval officer in Command of the *Empress of Russia* whilst she was an armed Merchant Cruiser paid a high tribute to the efficiency of the Chinese crew. That is the evidence given to me by Captain Davison.

Next is Captain S. Robinson, C.B.E. Captain Robinson who commanded the *Empress of Japan* after long service with the company.

Captain Robinson was in command of the *Empress of Asia* at Hong Kong when war broke out. The *Empress of Asia*, commissioned immediately war was declared and sailed under the White Ensign with a full volunteer Chinese crew supplemented by Garrison Artillery Gunners and 40 Pathan ammunition passers. The Chinese formed one 4.7 gun crew and their shooting was equal to the guns served by the British complement of the ship's company.

The sea service undertaken by the *Empress of Asia* was the same as that of the *Empress of Russia*, both in patrol work and trooping. Captain Robinson substantiates all that has been said about the *Empress of Russia*, adding that the efficiency of the Chinese crews was a revelation to the British Naval officers.

Captain Robinson was in command of the *Empress of Australia* at Yokohama during the Great Earthquake, September 23, 1923. In describing the work done by the Chinese crew during that appalling upheaval, and particularly in combating the fires, he states that they were marvelous and that their boat work was wonderful. There was never at any time anything in the nature of panic. The only feeling they displayed was what Captain Robinson describes as "mild curiosity."

There has perhaps never been a greater test of nerves than the trials of those who experienced the 1923 earthquake at Yokohama.

The next concerns Captain A. J. Hosken, R.N.R., who at the present time is in command of the *Empress of Canada*.

In 1915 Captain Hosken was Chief Officer of the *Monteagle* engaged in trooping. When berthed at the wharf at Vancouver a serious fire broke out said to have been caused by incendiary bombs secreted in cargo. Captain Hosken states that the Chinese crew showed remarkable courage and heroism in coping with the situation and actually saved the lives of 12 Vancouver firemen, who had been overcome with fumes and smoke, by penetrating the holds where white members of the crew found it impossible to go.

In April, 1921, Captain Hosken was in Command of the *Monteagle* when she rescued the crew of a French steamer the ss. *Sentiment* off the China coast. At the time it was blowing a gale of wind with a heavy sea running. The boats were manned by Chinese and European volunteers.

On March 21, 1934, when in command of the *Empress of Russia*, Captain Hosken rescued the crew of a sinking junk. Notwithstanding a strong wind and rough sea the ship's lifeboat manned by Chinese in charge of the 5th Officer effected a rescue and the whole evolution was completed in 36 minutes from the time of stopping the *Empress of Russia* to the time of proceeding on her voyage.

I mention the time because it shows the efficiency with which the boat was put out over the side and got on board again.

[Captain Edmund Aikman.]

Then Captain A. J. Holland, Marine Superintendent, Vancouver.

Captain Holland was in command of the *Empress of Russia*, April, 1930, when a demented woman passenger jumped overboard in the China sea. At the time there was a heavy sea running as the ship was passing through the edge of a typhoon. Two boats were launched, manned by Chinese crew in charge of ship's officers and after pulling for half an hour in heavy seas, rescued the woman. Captain Holland states that the Chinese were so anxious to man the boats that there was no necessity to call for volunteers. Captain Holland was Staff Captain on the *Empress of Australia* during the Yokohama Earthquake and states that the Chinese crew stood on the forecastle of the ship about 20 feet from the wharf which was blazing fiercely and played hoses on the fire. Notwithstanding the fact that their clothes were scorched they remained at their posts and finally extinguished the fire.

Those are a few samples to exemplify the point that Chinese crews do not become panicky and that they are efficient and dependable.

I believe, in the case of the woman, she was a good swimmer.

By Mr. MacNicol:

Q. After attempting to commit suicide they sometimes change their mind, is that it?—A. Sometimes they change their mind when they get into the water, I have seen that frequently.

Q. That is a lady's privilege, is it not, to change her mind?

MR. FLINTOFT: I expect that the man who jumps out of a ten story window would like to change his mind, but he does not get the chance.

By Mr. MacKenzie:

Q. Captain, you do not attempt to argue that the Canadians would not make good seamen?—A. Oh, no, I do not. I am merely saying that the statement that Chinese are panicky is not a correct statement.

Q. I think you did previously this afternoon.

MR. ISNOR: That was before lunch.

MR. REID: This afternoon he almost left that inference.

THE CHAIRMAN: What was the statement, Mr. MacKenzie?

MR. FLINTOFT: I think he said they were not available in Vancouver.

MR. MACKENZIE: The inference he left was that they would not make good sailors.

WITNESS: Oh, no, I do not wish to leave that inference.

MR. MACKENZIE: As a matter of fact, I have been a deck-hand on the C.P.R. boats, and I know they can do anything anybody else can do.

MR. HOWDEN: The statement the witness made was that Canadians did not have the training which these other men had.

WITNESS: No, because the training ground did not exist then.

MR. NEILL: This gentleman has been a captain in the Royal Navy and he tells us that it is not possible to get the rigid discipline in white men. You state that in No. 4. Now can we or can we not get a rigid system of discipline among white men in the British Navy?—A. I am not drawing my crews from the British Navy.

Q. Some of them you are. You can get ex-naval men in Vancouver to go; but you are making the statement that the white man is not amenable to a good system of discipline. I want to pin this witness down to that. He is an ex-captain of His Majesty's service and he says it is not possible to make white men amenable to a good system of discipline.

The CHAIRMAN: I am reading from page 8 of No. 4: "The temperament and mentality of those available towards the work they are required to perform and the willingness to submit to a rigid system of discipline which is essential in the safe operating of ships at sea."

Mr. NEILL: I asked the captain about his own words.

WITNESS: I am discussing temperament and mentality.

Mr. NEILL: You said "the rigid system of discipline."

Mr. MACNICOL: The captain qualified by saying: "Of those available."

Mr. NEILL: No. He said: "The rigid system of discipline."

The CHAIRMAN: I have just read it completely in No. 4.

Mr. MACNICOL: May I ask the chairman to read it again.

The CHAIRMAN: No. 4, page 8, I think touches the point of the whole discussion, and also touches the point made by the captain:—

The temperament and mentality of those available towards the work they are required to perform and the willingness to submit to a rigid system of discipline which is essential in the safe operating of ships at sea.

By Mr. Neill:

Q. Could you get that from white men?—A. I did not say I could not.

Q. I am asking you if you could?—A. If you could get the people that are trained.

Q. I am asking you a fair question. Could you get that response from white men?—A. Oh, yes.

Mrs. BLACK: There is no reason why they could not get it from orientals either.

Mr. REID: He says he got it. We are upholding our own race and saying that he can get it from them also.

Mr. MACNICOL: The impression I got was that he is speaking of those available in Vancouver; that the crews available were not able to qualify with his requirements.

Mr. NEILL: He says the demand is small in Vancouver in which case he does not employ them. When you are not employing anybody in a certain class, naturally the demand is small, but the supply will grow if there is a demand.

The CHAIRMAN: His statement here was a particular statement, as I pointed out, referring to the mentality of those available. Now, Mr. Neill pressed the captain to go a little further and make a statement generally; he has answered that in the affirmative.

Mr. NEILL: He has answered that those conditions are obtainable from white people.

WITNESS: I can hardly imagine that you would think that we would use Chinese in preference to white people.

Mr. NEILL: They are cheaper.

WITNESS: Provided we can always get what we wish in the way of service; but I can assure you that we do get a most marvellously loyal and efficient service from the Chinese.

Mr. MACNICOL: I do appreciate the service rendered by the stewards and those with whom I come in contact going over to the old country, but they are nearly all Englishmen.

[Captain Edmund Aikman.]

WITNESS: Yes. They are taken from where there is a market to get them the old country. I can assure you of this that we find the greatest difficulty in getting competent supervising stewards in the catering department. We are at our wits end. I am speaking quite straightforwardly to you now. We are at our wits end to get competent supervising stewards to take charge of the catering department. We are training Canadian boys as supervising stewards, but it will take some time before we can achieve the result of our scheme.

MR. NEILL: Are you doing that on the Pacific?

WITNESS: Yes, in the engineering, catering and purser's department for instance.

By Mr. MacInnis:

Q. If you had to pay equal wages to oriental crews and to white crews which would you have?—A. At the present time, oriental because we can get better service from them for the reason that they are skilled and trained.

By The Chairman:

Q. With regard to crew service in any waters, whether inland or oceanic, is it not safe to conclude that all your inland services, for instance in Ontario between Port Arthur and the Sault or Owen Sound or Port McNichol—is it not a fact that you have white crews on those ships?—A. I have never handled men services.

Q. I thought you had; and I always understood that they are as fine an aggregation of men on ships as could found anywhere in the world.

MR. NEILL: You are quite wrong; he is in favour of chinamen.

WITNESS: I am speaking from my own experience on the Pacific.

By Mr. Howden:

Q. I would like to ask this question. I think, perhaps, I can bear out that statement, Mr. Witness. Is not the meaning for your assertion merely that the oriental is a more satisfactory servant because he is more servile, and because the average Canadian is of a very independent nature?—A. There may be something in that. They are more willing to do what they are told.

Q. Your attitude is that the average Canadian would not lend himself to the overlordship and the discipline that the chinaman would.

MR. MACNICOL: Overlordship is a pretty strong word.

MR. HOWDEN: The Canadians are a very independent race of people and they do not like to be told; they just don't naturally like being told.

A MEMBER: That is the trouble. I do not like it myself. The Chinaman is a natural born servant.

THE CHAIRMAN: Is your statement akin to this point of view, that you think there is more divine discontent in the average Canadian than there is in the oriental.

MR. HOWDEN: No. I think there is a lot more independence in the average Canadian, a lot more self-sufficiency than there is in the average chinaman.

By Mr. MacNicol:

Q. Captain, what percentage of the passengers travelling on your ships in the Orient are orientals?—A. That was brought out this morning—between 60 and 70 per cent.

MR. FLINTOFT: 67 per cent of through and local.

By Mr. MacNicol:

Q. If the crew were white would they appeal to the oriental passengers with the same courtesy?—A. I have not heard that said.

Q. You answered that about 60 per cent of the passengers to the Orient are orientals?—A. Yes.

Q. And my question now is: if you displaced the oriental crews and supplanted them with white crews would a white crew give the orientals the same courteous service—orientals as well as whites—the same courteous service that is now given by the oriental crews when serving both whites and orientals?—A. I do not think they would.

Mr. NEILL: Will you break that percentage up into first-class and third-class passengers.

The CHAIRMAN: It is here on page 8 of the statement given this morning by Mr. Flintoft:—

Through Transpacific	61·57 per cent
Inter-port in the Orient	72·53 “ “
Through Transpacific and Inter-port in the Orient, combined	67·05 “ “

By Mr. Neill:

Q. I want to know of that 61 per cent how much is first class and how much third class?

Mr. FLINTOFT: The first class is practically all occidental—all whites.

Mr. NEILL: The 61 per cent brings in more revenue than your third class because you lower class carries a low rate.

Mr. FLINTOFT: They are not equal in number.

Mr. NEILL: The only difference is 50 per cent and 61 per cent.

Mr. FLINTOFT: That is percentage not numbers.

Mr. NEILL: The bulk of that percentage is carried in the steerage, is it not?

Mr. FLINTOFT: If you classify them as first, you will find probably that 90 per cent of the first class passengers are whites, and the conditions are reversed in the second and third classes. What I mean is that the number of first class passengers—

Mr. NEILL: What percentage?

Mr. FLINTOFT: It is 90 per cent of the first class passengers. The number of first class passengers is very much less than the number of thirds.

Mr. NEILL: What percent?

Mr. FLINTOFT: I do not know; but I should say the first class—have you any idea, captain? You mean of the total number of passengers on the ship?

Mr. NEILL: Yes. My argument is this, that you will find that while the percentage is greater in the steerage they are carried at a very low cut-rate price. Where you make your money is in the first class.

Mr. FLINTOFT: No. I think you are mistaken about that because, as I said before, the number of first class passengers is—they cannot accommodate as many first class passengers on those ships as they can second and third.

Mr. NEILL: Tell us the percentage?

Mr. FLINTOFT: I do not know, because the percentages are of the first class passengers.

Mr. NEILL: Say there are 1,000 passengers on the ship; what percentage of that number are first class?

[Captain Edmund Aikman.]

Mr. FLINTOFF: Could you give a rough idea of that captain?

WITNESS: I think we have that in the statement.

Mr. FLINTOFF: No. It is not broken down.

Mr. MACINNIS: About 33 per cent of the passengers are white, and you said that 90 per cent of those would be first class.

Mr. FLINTOFF: No. I did not say that. Do not let us get things twisted. I have been trying to straighten it out with Mr. Neill. As I said to Mr. Neill, —without having the figures before me I am willing to take the worst of it—many first class passengers, probably 90 per cent or more are white. That is first class. That is not 90 per cent of a third of the ship. I do not know how many first class passengers there are on a ship as compared with the total ship's company.

The CHAIRMAN: Mr. MacInnis' statement was that it was one-third.

Mr. FLINTOFF: I did not state that.

Mr. MACINNIS: It must be so.

Mr. NEILL: 61 per cent are orientals; therefore, that leaves 39 per cent. Of that 39 per cent, 90 per cent are whites.

Mr. FLINTOFF: You cannot take a per cent of a per cent. You are enough of a mathematician to appreciate that. A per cent of a per cent does not mean anything unless you know the numbers: Anybody will tell you that.

Mr. NEILL: Take 1,000 or take 100.

Mr. FLINTOFF: If you have that number then it is of some value, but until you have the actual number a per cent of a per cent is nothing.

Mr. NEILL: Yes, it is. You can gauge. Say there are 100 passengers, 61 per cent are Orientals and 39 per cent whites, and of that 39 per cent 90 per cent are first class.

Mr. ISNOR: Has the witness finished his brief?

The CHAIRMAN: As long as the interruptions are not too numerous it makes the report more worthwhile.

WITNESS: In 1935 I make the percentage of open and enclosed third-class, which is almost exclusively composed of Asiatic passengers, 52 per cent, and the first and tourist classes 48 per cent.

Mr. NEILL: And 90 per cent of the first-class passengers are white?

Mr. FLINTOFF: It is not first-class only.

WITNESS: First and tourist classes.

By Mr. Neill:

Q. The whites travel only first?—A. No, also tourist.

Q. Whites do not travel steerage?—A. No. Occasionally you might find one doing so.

Q. Could you say what is the difference between first class and steerage in the matter of fares?—A. No; that does not come under my department.

The CHAIRMAN: Could we get that statement reduced to a mathematical basis. That is, take the number of passengers on one of these boats and work out the percentages in order to afford the members of the committee an idea in round numbers of the result?

Mr. NEILL: Take the four boats for 1935 and give the actual figures.

The CHAIRMAN: Or take one boat.

Mr. REID: Give us the proportion on a basis of 1,000 passengers.

By Mr. Flintoft:

Q. Could you have Chinese to serve the Chinese and whites to serve the whites, the first-class passengers?—A. No; you could not mix them; I am confident that it would result in trouble. Our first and tourist-class passengers prefer to have the Chinese look after them, and we have to meet the wishes of our clients. We definitely attract business to our ships because we can give such service we do give, and they prefer the Chinese bedroom boys and waiters to look after them.

By Mr. Neill:

Q. The white people do?—A. Yes. They have so expressed themselves, not once but many times.

Q. Have you that in writing?—A. Not here; but I know that as a fact because I travel frequently in the ships, and I know we attract a lot of business from the United States; and I make a point of contacting personally those who come from the United States in order to ascertain why they travel on our ships, because it is bringing money into Canada from outside.

Q. Did not the United States pass an anti-Japanese exclusion law?—A. Well, the United States citizens seem to prefer not to travel under their own flag on account of having the Chinese service on our ships.

Q. I would like you to modify that statement.

Q. You say they travel on our ships because they want Japanese servants?—A. Now you are trying to trip me up.

Q. Oh, no.—A. Yes, you are.

Mr. FLINTOFT: Yes, you are.

By Mr. Neill:

Q. You said the Americans prefer to travel on our boats because they prefer Japanese service?—A. No.

Mrs. BLACK: He never mentioned "Japanese."

Mr. FLINTOFT: I think Mr. Neill is twisting the answer of the witness. The witness did not wish to give this committee the idea that United States citizens travelled on our boats because they preferred Chinese service but because they received superior service from our line. I am sure if the witness is allowed to explain his position there will be no question about it.

By the Chairman:

Q. Proceed.—A. Here is the situation: I travel on the ships and meet people who come from outside and bring revenue to Canadian ships, a great many of those coming from the United States. When I draw these people into conversation invariable they say in effect: "We are very disloyal at sea so far as our flag is concerned," and when I draw them out a little more they say they travel in our ships because they feel safe and because our ships are thoroughly disciplined and they get a service which they cannot get elsewhere. What I am fighting for today is to maintain the prestige of the service of the C.P.R., which is an asset to this country.

By Mr. Neill:

Q. That is a better statement.—A. Very well.

By Mr. Isnor:

Q. You said you could do with a smaller crew of Chinese?—A. Yes, but I could not give the same efficient service.

[Captain Edmund Aikman.]

Q. That service is efficient because of the additional men?—A. Yes.

Q. Their services are no better than those of white men, but because you have a larger number they can give better service.—A. We can give a more efficient service because we can man our tables with more boys and our bedrooms with more boys.

By Mr. Reid:

Q. It is very difficult to draw conclusions from the opinions of passengers. I travelled in Canadian National steamers up north last year and 90 per cent of the passengers were American citizens. Before the ship docked they gathered together and gave a testimonial to the captain and agreed that never in their lives had they been better treated by the officers on any line than the Canadian National, and the service was furnished by white men.—A. Yes, they do the same thing in the C.P.R. boats.

Mrs. BLACK: I have crossed the ocean a number of times and have been up north fifty times and back, and I never have left a steamer, whether Canadian, National or overseas, whether from the United States or South America, without the passengers giving such a testimonial. I do not care whether they are white, green or yellow, as long as the passengers get good service they will give a testimonial.

Mr. REID: I said that one can draw a testimonial from any crowd of passengers.

WITNESS: Why do the Americans come to our ships?

By Mr. Neill:

Q. Mrs. Black said she had been in the Chinese quarters of one of the Empress boats and found they were satisfactory. Are there not Board of Trade regulations as to so many cubic feet per man?—A. Yes.

Q. Why do you say in your brief that it would take \$250,000 to adapt the quarters for the use of white men?—A. Because we would have to furnish mess rooms; lavatories and bathrooms for the use of the European crew.

Q. Are there different Board of Trade regulations as far as the Chinese are concerned? (No response.)

By Mr. MacInnis:

Q. Are the Board of Trade regulations for Chinese crews on British ships different from the regulations for whites?—A. I do not know that I could give you an exact answer to that question; they may be, but I do not think so. In any case, our ships would furnish the regulation cubic capacity, which I believe is 100 cubic feet per man, in their quarters.

By Mr. Neill:

Q. Would it take \$250,000 to adapt those quarters to the use of whites?—A. We would have to give them a great deal more than the Chinese have.

Q. If the quarters complied with the Board of Trade regulations the white men would have to be content with them?—A. They would not be.

Q. The merchant ships do not exceed the Board of Trade regulations?—A. It is possible to exceed them, and the Board of Trade regulations are exceeded in many cases. And I know perfectly well, and I think you know, too, and will admit it if you are honest, that white men, particularly Canadians, would require a little more than we give the Chinese.

Q. I would hope so.—A. Quite so.

By Mr. MacInnis:

Q. On the wages you pay you can employ five and a half Chinese for every white man?—A. Oh, no; I do not.

Q. But you could on the wages you pay?—A. Yes, on the wages, but we do not.

Q. You do not need to go any further. (No response).

Mr. NEILL: The whole thing comes down to the cheapness involved in employing Chinese.

Mr. MACINNIS: When you find the economic factor you have found the only factor it is necessary to find.

WITNESS: I do not agree with that statement. I have every sympathy with my own countrymen, speaking broadly as a Britisher, and if the market existed and we could get the service I would agree with you in the matter of employing white men; but the market does not exist and we cannot give the service which we are at present giving. I can tell you frankly without any hesitation that if to-day you made us alter our crews to 100 per cent Canadians we might as well shut up shop and go out of business.

Mr. MACINNIS: We have heard all that before. We have heard arguments along that line with reference to shorter hours or higher wages.

Q. You said you could if the market permitted. You are in the market for labour power and you are buying it in the cheapest market possible.—A. You are taking me up wrongly. You are assuming that I am antagonistic to Canada.

Q. Oh, no.—A. I am not.

Q. Oh, absolutely not. If anything I have said conveyed that impression I wish to make it quite clear that I had no such intention. I am convinced that like every other organization engaged in commercial enterprise no sentiment enters into the matter of employing labour. You are buying a commodity in the market, labour power, and you are going to buy it at the best advantage possible the same as you buy coal and other commodities necessary to the running of your ships. (No response).

Mr. FLINTOFT: There is no doubt about this, Mr. MacInnis, as we pointed out this morning, that we are up against the competition of the Japanese and the United States lines. The United States ships are heavily subsidized and the Japanese are paying wages even lower than we are paying. If we are to keep this traffic for Canada we have to meet those conditions.

The CHAIRMAN: The principle of commercialism will run through all these other services.

Mr. FLINTOFT: Yes.

By Mr. Reid:

Q. How was your company able to carry on from 1921 to 1930 without one cent of subsidy? (No response).

Mr. FLINTOFT: Conditions were very different from 1921 to 1930 from what they are to-day, as you well know.

Mrs. BLACK: Money was flowing like water then.

Mr. FLINTOFT: Yes, the ships were full all the time.

Mrs. BLACK: You had to engage your passage months ahead on the Empress boats.

Mr. FLINTOFT: We would be very glad indeed if we did not have to seek a subsidy.

The CHAIRMAN: At that rate the question of subsidy is wrapped up with the question of business.

Mr. FLINTOFT: And what the other nations are doing.

[Captain Edmund Aikman.]

WITNESS: May I suggest this: Canada is an exporter of raw materials and an exporting country as a rule cannot be a shipping country because the consignee calls the tune. That is to say, he states in what bottoms the cargoes will be carried. It is the country that buys the goods that is going to carry the goods. We cannot cure an employment by putting Canadians on our ships to the possible detriment of our service. We need foreign markets.

By Mr. Reid:

Q. I disagree with the argument that it will affect foreign markets. It will affect Canadian trade, but there is a distinction between Canadian trade and foreign markets. Australia uses 100 per cent white crews and has a greater trade now than earlier. It does not interfere with trade as trade.—A. How much of a merchant marine has Australia?

Q. I do not know.—A. There you are.

By Mr. Neill:

Q. How much bigger subsidy would you need to employ 50 per cent whites? —A. That was pointed out in Mr. Flintoft's statement this morning.

Q. Supposing you had the deck and engine crews composed of whites?—A. It would cost \$85,178 for white deck crews alone for the four ships.

Q. Would you be willing to employ whites to that extent if you received \$85,000?—A. Not unless you can assure me that my ships will be as efficient as they are at present.

Mr. MACNICOL: The witness said the passengers themselves demanded Oriental service.

WITNESS: As our ships run just now there are no more efficient, smart or clean ships leaving port anywhere. They leave port with man-of-war precision, and the crews are 100 per cent efficient.

By Mr. Neill:

Q. Can they speak English?—A. Yes, the Chinese can handle enough English to take care of the passengers.

Q. Would the boatswain have to speak Chinese?—A. Yes, just as you talk Scotch to a brother Scot.

Mr. MACNICOL: When you are talking Scotch, five years ago in the House of Commons very few could understand the member for New Westminster.

Mr. REID: Can they now.

Mrs. BLACK: Not always.

Mr. NEILL: Have they improved, or has he deteriorated?

Mr. MACNICOL: Oh no, he has improved.

WITNESS: But there is this about it, that I would want the assurance that these deck crews would not walk out on me in the event of a strike and I do not believe they could help themselves. Now, I can keep my ships sailing, strike or no strike. What happened last year when the strike was on? What would have happened if I had a European or a white crew?

The CHAIRMAN: Gentlemen, I understand that Mr. Flintoft and the Captain wish to leave at half past five. They do not want to limit the information as far as the committee is concerned. Are you nearly through with your remarks, Captain?

WITNESS: There are just two other things that I would like to develop.

Mr. MACKENZIE: If these gentlemen have to catch I doubt if they will have time to continue.

MR. FLINTOFF: We are here at your pleasure. We do not want to run away, we are here to answer all the questions you wish to ask and to give you all the information you desire.

WITNESS: On page 73, there is a statement there about what happens on the China coast, and the witness—that is Mr. O'Donovan—says:—

When the Empress boats are going through pirate waters they have to be very careful. The ships are so constructed that the alleyway of the ship—you know what the alleyway of a ship is, the stokehole and all that sort of thing—

I never knew the stokehole was the alleyway, but he says it.

—is along that way, and there are long bars, big gates like they used to have in the old prison ships years and years ago. As soon as they are in pirate waters all these bars are put along and they are clamped and there are armed men on each side. Every one carries a revolver, with the exception of the linen keeper. I understand he is not armed. But all the rest are armed. There are your British subjects, and they cannot get out of that trap.

By Mr. Neill:

Q. What is the suggestion, that they have to be kept under lock?—A. The suggestion was that they locked the Chinese in.

By Mr. MacNicol:

Q. That is the Chinese crew?—A. Yes.

By Mr. Neill:

Q. For fear they may be pirates?—A. Yes, for fear they mutiny themselves. That is a most unfair statement.

The imputation that in pirate waters on the China coast the Chinese crews cannot be trusted is quite wrong and very unfair. It is true the officers of the ship are armed, and in addition armed guards are carried between Shanghai and Hong Kong, but this has no relation whatever with any alleged disloyalty on the part of the crew. The precautions so taken are in case pirates should get on board the ship in the guise of passengers. It is quite obvious from the statements made both by Mr. Reid and Mr. O'Donovan that they have no clear conception of the situation at all. The Chinese crew are at absolute liberty to go anywhere throughout the ship in the prosecution of their duties.

By Mr. Neill:

Q. Are they armed?—A. No, they are not armed.

By Mrs. Black:

Q. No. White crews are not.—A. Every ship that goes up and down the coast with passengers has protection against Chinese pirates. But the pirates are not amongst the crews. They are a special class of people who smuggle themselves aboard amongst the passengers.

MR. NEILL: All right. Proceed.

WITNESS: I am passing over quite a lot that I made a note of.

MR. FLINTOFF: Go on. You have missed your train now. Go on and give your story.

By Mr. Neill:

Q. You are going to leave that with us?—A. Well, it has not been entered. If you wish, it can be entered.

[Captain Edmund Aikman.]

The CHAIRMAN: Since the train for Montreal is away now, the captain can deal as thoroughly as he desires with the remaining part of his evidence.

Mr. NEILL: The train has not gone yet.

WITNESS: At page 76, Mr. O'Donovan says that the British seaman would not go on strike. I regret to say that is not in accordance with fact.

By Mr. MacInnis:

Q. Why should you regret it?—A. It does not help me when he goes on strike.

Q. I quite understand that. It is a matter for congratulation, not of regret, I would say.—A. What I am stating is that this statement made by Mr. O'Donovan is not in accordance with fact.

Q. The fact of the matter remains that British seamen have gone on strike?—A. He says British seamen would not go on strike. I merely am just exemplifying that all the statements here are not in accordance with fact. We do know that British seamen go on strike; you yourself said, "It is just as well they do."

Q. There will be more hope for the world when the Chinese will strike too?—A. I do not know so much about that.

Mrs. BLACK: I do not know where we will be, there being 300,000 of them.

WITNESS: There is another point I want to bring out. There was a comparison made in Mr. O'Donovan's evidence of ships between 10,000 and 14,000 tons, and it was said that they were the same class of ships that we handled, and the size of their crews was quoted as statements or examples that our ships are overmanned. Ships between 10,000 and 14,000 tons are not a fair comparison. There are very few first class passenger ships to-day between 10,000 and 14,000 tons. The comparison should be taken as between first class passenger ships of 16,000 to 26,000 tons. It is unfair to bring ships of 10,000 to 14,000 tons as a comparison against the ships that we run. And to say that because they have an average crew of whatever it may be—the figures can be taken out of the evidence—and compare it with ours is not fair.

By Mr. MacInnis:

Q. Could you give us a comparison between the crews of one of your ships on the Atlantic?—A. Well, that could be easily done. You could take a *Duchess* ship and compare it with the *Asia* and *Russia*. Take the *Empress of Australia*, and compare it with the *Empress of Canada*. I have not the figures here. But I think you will find that the figures on the Atlantic, comparing them, are about the same as the figures I have given in calculating what a Canadian crew would cost.

By Mr. MacNicol:

Q. In other words, they are higher on the Atlantic than on the Pacific?—A. No. You would not find they are comparing European crews; and the Atlantic ships are manned by British crews.

Q. Yes. The observation I just made was that Atlantic crews, being British crews or European crews, cost more than the crews from the Orient?—A. Oh, yes. They cost more.

Q. Of course, the traffic is entirely different. On the Atlantic it is very largely white passengers going back and forth?—A. Almost exclusively.

Q. And on the Pacific the passengers, according to your statement are approximately 60 per cent Oriental?—A. Yes.

Q. And naturally you would have to have some Orientals on your ships?—A. Without a doubt.

Q. You do not need them at all on the Atlantic where they are all European people?

Mr. MACINNIS: That is not the point I think they were making. The *Empress of Canada* he had listed there as having a total crew of 433. That is on the statement that was given this morning.

By Mr. MacInnis:

Q. What would be the number of the crew of the *Australia* compared with one on the Pacific side? Have you got any figures?—A. No, I have not. But we could get those out for you.

By Mr. Howden:

Q. Could you make an approximate guess?—A. Oh, that would be difficult to say, because it might be a little confusing. I would rather that we give you the exact figures.

Q. Those would be the two boats that should be compared?—A. Yes. I would say the *Duchess* ships compare with the *Empress of Asia*, and the *Empress of Russia* and the *Empress of Australia* which is about the same tonnage as the *Empress of Canada*. Any first class passenger service compared as to tonnage would give you a fair comparison.

By Mr. Neill:

Q. Not necessarily, because you carry more first class passengers on the Atlantic than on the Pacific, would you not?—A. Not necessarily. You see, on page 64 where they talk about the distribution of crews, they use ships from 10,000 to 14,000 tons, and say the average is 186. You see, that is not a fair comparison because a ship of 10,000 to 14,000 tons is probably not a first class passenger ship. You see, it is probably a cargo ship with a certain amount of passenger accommodation and so does not need the same crew that we get. There is not the same horse-power and it does not require the same engine-room staff.

By Mr. Reid:

Q. Those figures submitted were given to Mr. O'Donovan by myself, and were quoted from the Board of Trade figures?—A. I quite appreciate that.

Q. They were the Board of Trade figures?—A. Passenger ships of 10,000 to 14,000 tons. I think it should give first class passenger ships of 16,000 to 26,000 tons.

Q. The Board of Trade only gave up to that. —A. There are very few ships to-day, first class passenger ships, of that tonnage.

Q. I will tell you that it does show the percentage of lascar crews as against white?—A. Yes.

Q. And they are very small; the percentage is very small?—A. Yes. Probably on that class of ship.

Q. Well, I was speaking of the ones going to the far east?—A. How many P. & O. ships are there lower than 14,000?

Q. I could not tell you.—A. They carry Lascar crews.

By Mr. MacNicol:

Q. Lascars are excellent seamen, are they not?—A. Yes.

Q. Lascars make excellent seamen?—A. Yes.

Q. Where do the Lascars come from?—A. They are mostly from around Malay and the Federated States.

[Captain Edmund Aikman.]

By Mrs. Black:

Q. The P. & O. boats carry Lascars only?—A. Yes.

By Mr. MacNicol:

Q. They are all British subjects?—A. Yes.

By Mr. MacInnis:

Q. In most cases they are paid the same wages as white crews, but not in all cases?—A. I doubt if they would. There may be some; not such as we would have to pay out of Canada. They may compare more favourably with the white crews out of Britain. On page 82 Mr. O'Donovan makes a statement that Canadian seamen never go on a strike. I say that that is not quite true. Last year the Union Steamship Company, that is the Harold Brown Steamships, were held up by the crews walking out when the strike broke. And Harold Brown had to concede all their points. Then they signed an agreement with him. But notwithstanding that they walked out on him again.

By Mr. Neill:

Q. Did he not say his bunch did not go on strike?—A. No. I think he made a general statement.

Q. It seems to me that is a wild statement, to say that seamen never go on strike?—A. He made a mis-statement.

Q. I thought he said the bunch with which he was associated did not go on strike?

Mr. MACNICOL: He may be misquoted. I have read at different times statements credited to me that certainly did not read like what I said.

Mr. NEILL: Yes.

By Mr. Neill:

Q. I thought he was talking about the strike last year in Vancouver and he said "our bunch" or "we" did not go on strike. I thought that was the inference?—A. Didn't he have one with Harold Brown when we had to go in?

Mr. MACINNIS: No. As a matter of fact it was much the other way. The other seafarers were the strike breakers. So you people should not be hard on O'Donovan.

Mr. NEILL: He may have been taken down wrong. There is a lot of conversation which is going on, and you do not always get it right exactly.

Mr. FLINTOFT: Of course, that unfortunately is the printed record that we have to meet.

Mr. NEILL: He would see that in the meantime.

Mr. FLINTOFT: It is too bad he is not here.

Mr. NEILL: We will accept the Captain's statement that the seamen do go on strike. We all know that. Why waste time?

By Mr. MacNicol:

Q. I am going to ask one question which should be pertinent to an inquiry like this: in your opinion, what would be the effect, if any, on trade with the Orient if you displaced your oriental crews?—A. I feel quite confident that our ships would, to some extent, be boycotted.

Mr. REID: Will you differentiate between the trade of the ships and the trade of the country. Mr. MacNicol is referring to the country's trade, I suppose.

Mr. MACNICOL: Yes.

By Mr. Neill:

Q. Whose ships would they use? The American's? They are wholly white?—A. They can use American ships or Blue Funnel.

Q. Do Blue Funnels use oriental crews?—A. Partially.

Q. Very little?—A. They used to have Chinese ~~stokers~~ stokers. Whether they do now or not I cannot say.

Q. There is Japanese competition, of course?—A. There is an amount of tonnage. We know that from the difficulty we have to get freight haul for our ships.

Q. They would not go to the States, which is our principal competitor?—A. I would not say that.

By Mr. MacNicol:

Q. Do the Chinese not run ships themselves?—A. No. They do not run them much. They have a coastal service, but it is mostly handled by British officers.

By Mr. Reid:

Q. Regarding the length of service of the Chinese on the Transpacific ships, have you any data regarding that? I know that on the British Columbia coastal ships we have a record, and most of those have been born in British Columbia. I am speaking now of those engaged on the ships between Vancouver and China?—A. Yes. It is only ten years since Chinese crew records were instituted. Chinese crews are engaged at Hong Kong and their records are retained at that point. Since records were started, the average length of service is five years; but this average was affected by the 1925 strike, because many old employees did not rejoin until a year after the strike.

By Mr. Neill:

Q. A Chinese strike? I did not think there could be such a thing—that they were such paragons.—A. I never said there was not a strike.

Q. One would believe that the Chinese were not given to striking.

Mr. MACNICOL: They never strike on their ships.

Mr. NEILL: He stated that the germ was not in them; they would not think of that.

Mr. FLINTOFT: This is hardly fair to the witness. I have been present during the whole proceeding, and I have heard everything that Captain Aikman has said, and I do not remember him making the slightest reference of that sort. Now, all this is going on the record.

Mr. NEILL: They were so loyal and so efficient, these Chinese, that they would not strike. Did you not make that statement—that they would not strike?

The WITNESS: No, sir.

Mr. FLINTOFT: This is most unfair, this line of questioning. You are putting a lot of information into the mouth of this witness that he did not give at all and it goes on the record as though he had said it.

The CHAIRMAN: The witness can clear up Mr. Neill's point.

By Mr. Neill:

Q. Have you not repeatedly referred to the disadvantage and cost and the liability of the white men going on strike?—A. No. I do not think so. When did I?

Q. In the course of your remarks?—A. Can you dig back and get it?

Q. I cannot, of course. I leave it to you.—A. No.

Mrs. BLACK: I do not think he ever said that.

[Captain Edmund Aikman.]

MR. FLINTOFT: He has said he did not say it; is not that enough? This is a most unfair line of questioning.

MRS. BLACK: I would think that this is almost degenerating into a bear baiting. These people have voluntarily come here and they have given us the information we have asked for. I have no brief for anybody, but it does seem to me we should treat them as we would like to be treated ourselves.

THE CHAIRMAN: Mr. Neill has accepted the captain's statement.

MR. HOWDEN: I was under the same impression that Mr. Neill got, that one factor against the Canadian crews and British crews was that there was always a danger of a strike, which did not obtain with the Chinese.

MRS. BLACK: I never got that impression.

MR. FLINTOFT: I think the way that happened was this: Mr. Neill was referring to the statement made by Mr. O'Donovan. Mr. O'Donovan had said that seamen do not strike, and Captain Aikman was endeavouring to answer that and he did say that he regretted to take exception to that. He was being polite to Mr. O'Donovan, but he said that that statement of Mr. O'Donovan's was not correct.

MR. HOWDEN: That is likely.

MR. McIVOR: He did not say that about the Chinese.

MR. MACNICOL: Just the fact that Chinese are not as susceptible to going on strike as white men.

WITNESS: No. They certainly are not so susceptible to that.

By Mr. Neill:

Q. When was this strike you referred to?—A. About 1923, I think.

Q. That is thirteen years ago?—A. I was not in Vancouver at the time, but I am giving that date approximately. I am quoting from the answer to a question which was raised, and this was written about 1935:—

The *Empress of Russia* has amongst her crew 88 members who joined or rejoined in 1926 or before that. Statistics taken from the *Empress of Russia's* records indicate that during the past three voyages dismissals of Chinese crew have averaged 2 per cent, and resignations 4 per cent—this may be taken as a fair average for all ships.

In the *Empress of Asia* now in port a review of her Chinese engineering staff of 188 discloses the fact that there are 98 members with service ranging from one to three years, 22 with four years, 54 with five to ten years' service, and 14 with over ten years' service.

In the deck department out of 68 there are 11 long service men as follows, 7 years one, 9 years one, 13 years one, 16 years one, 17 years two, 18 years two, 19 years one, 22 years two; the remainder are from six months to six years.

In the catering department there are seventeen ratings with over 15 years' service—in the following order: 15 years one, 16 years one, 18 years two, 19 years two, 21 years one, 22 years two, 23 years 3, 24 years two, 25 years one, 29 years one, 33 years one.

Two greasers were pensioned off from the *Empress of Russia* last year—one with 38 years and the other with 33 years' service to their credit.

By Mr. Reid:

Q. But a greater number have smaller service?—A. The average run is five years.

By Mr. Neill:

Q. Were your boats tied up during that strike?—A. No.

By Mr. Howden:

Q. Can you give us some idea of how many strikes the Chinese service has been involved in over a number of years which would give us some average for them?—A. As far as I know, there has been only one strike. I do not know of any other strike since I went into the business. I will not say there have not been others, but I do not know of any others.

By the Chairman:

Q. What was the date of that strike?—A. That was about 1923, I think.

Q. And where was it?—A. Hong Kong; but I was not on the Pacific coast at the time.

By Mr. Reid:

Q. In view of the fact that most of the crew is not allowed to land when the ship is in port, who gives them a certificate of competency?—A. The examiner of masters and mates in Vancouver.

Q. He goes aboard.—A. He goes abroad. It has to be done on the water; it cannot be done on the shore.

By Mr. MacNicol:

Q. I had some impression that a Chinese crew was not allowed to land at Vancouver?—A. The immigration authorities do not allow them to land.

Mr. NEILL: And there is a heavy penalty of \$1,000 if you let one away.

WITNESS: Yes.

Mr. MACNICOL: If they are absolutely loyal to the ships why would they want to run away.

Mr. HOWDEN: They might want to get on shore for a spree.

Mr. NEILL: Yes, and then they would come into Canada free. There is a heavy penalty on the ships.

By Mr. MacInnis:

Q. If they are Canadian citizens they are allowed to land?—A. I do not see how they could stop Canadian citizens from landing.

Q. The reason they are not allowed on land is that they are Orientals without Canadian domicile; but they would like to stay in the country as immigrants.

By Mr. MacNicol:

Q. They would all be Britishers from Hong Kong anyway?—A. They are all signed on at Hong Kong.

Q. But most of them are Britishers born in Hong Kong.

By Mr. Neill:

Q. All Orientals, labouring Orientals, are excluded from landing in Canada?—A. The fact that they are born in Hong Kong does not permit them to land in Canada.

By Mr. Isnor:

Q. I am rather interested in this phase of the inquiry. You mentioned you were now training stewards and certain classes for future work?—A. Yes, in supervisory capacity.

Q. You do not include stewards? Just to what classes do you refer; is it officers only?—A. After we train them they are deck officers; we train them for pursers and for supervising stewards, white deck stewards and smoking-room stewards and anything up to chief steward.

[Captain Edmund Aikman.]

Q. How long is it since you inaugurated that?—A. We have always had a system of deck cadets; but it is about three or four years since we started taking on purser's cadets, and about two years since we started taking on probationary stewards in the catering department, and we are now starting in the engineering department.

Q. How long a period do you give them?—A. Well, in the deck department they go to the Conway Cadet Training School in the old country and then come back and serve three years as a cadet, and that qualifies them for a second mate examination, and in the purser's department we take them in to serve three years as purser's cadet, when they automatically become probationary pursers, and as soon as a vacancy occurs they are absorbed as an assistant purser.

Q. You pay them a certain wage?—A. Yes.

By Mr. MacNicol:

Q. Do you take them from Conway?—A. The Canadian boys go to the Conway Cadet Training School and then come back here; it is essential.

Q. I am glad to hear that because I have been for long time associated with the navy, and many of our naval cadets had no opportunity for advancement. I am glad to see quite a number of them have been sent to H.M.S. *Conway*.—A. Yes.

Q. I have been told they afterwards obtain positions on Canadian ships?—A. Some of them come back, but a good many of them have to get positions on British ships. There are not enough ships if they all come back.

By Mr. Isnor:

Q. That is very interesting. How many would there be in that training school?—A. Do you mean how many—

Q. How many each year?—A. We have one cadet on each ship.

Q. Just one?—A. Yes. There is no use training more because there is no means of absorbing them. There is no use in going to the expense of training a lot of men you cannot absorb.

Q. Back of my question was the thought that you were endeavouring to have a certain class of man available in Canada. I thought you were building—

—A. We are; we are building for the future so that we shall be self-supporting.

Q. Only in a very small way when you have only one on each ship?—A. One on each ship, but there is another lot coming along every three years.

Mr. FLINTOFT: When you say one on each ship, do you mean one of each class?

WITNESS: One cadet.

Mr. FLINTOFT: You do not have one steward.

WITNESS: Yes. We have one cadet on deck.

Mr. FLINTOFT: I think you gave the wrong impression; it is one in each class.

By Mr. Isnor:

Q. One in each class?—A. We have two probationary stewards, one purser-cadet, one deck-cadet. We have not got it thoroughly going in the engine side yet, but we hope to; we have just started.

Mr. FLINTOFT: Is that same practice on the Atlantic?

WITNESS: They carry cadets on the Atlantic, but they do not have probationary stewards and they do not have pursers' cadets because there is a lot of trained material available in the old country.

By Mr. Reid:

Q. You have had experience in the hiring of men from Hong Kong. Do you know what the procedure is?—A. We have an office in Hong Kong, and a crew agent; that is, in the oriental manager's department in Hong Kong. They are engaged there and signed to a six months' contract.

Q. The reason I asked is that the question has always been raised, especially in the House, that the men from Hong Kong, the Chinamen, are British subjects. When you are hiring men do you ask them where they were born, or make any attempt to find out?—A. They keep a record of all these men and they give them a discharge book which gives a continuous record of the ships they serve on, where they belong, their age and all the particulars in connection with them.

Q. If a man says he is born in Hong Kong, is that statement accepted or do they make an investigation to find out if it is correct?—A. It would be rather a difficult matter to investigate it; you cannot go and track down every man.

Q. That is why I asked. It could not be done; that is what I thought.

By Mr. MacInnis:

Q. Are the officers in the employment department in Hong Kong employees of the Canadian Pacific Railway company?—A. I beg your pardon.

Q. Are the officials of the staff of the employment offices in Hong Kong employees of the Canadian Pacific Railway Company?—A. Yes, definitely so.

By Mr. Reid:

Q. I have a clipping here in regard to the Esquimalt dock which says the Esquimalt dock is one of the largest in the world and could easily accommodate all of the Empress boats.

Mr. FLINTOFT: What is the article from?

Mr. HOWDEN: It must have come from Esquimalt.

Mr. REID: The opinion is that of John Cameron, general superintendent for Yarrows Limited. The question I was going to ask was, is it possible to take care of the ships in their overhauling at Esquimalt? I am speaking of the Empress boats, because I rather gathered you said that they had not adequate machinery.

WITNESS: No they have not machinery to take care of our big liners and on three occasions, once the *Empress of Australia* and once the *Empress of Russia*, and once with the *Empress of Asia*, we had to send to the navy yards at Bremerton to have them overhauled. It was an act of courtesy on the part of the U.S. navy to have the work handled there.

Mr. REID: That is important evidence.

WITNESS: It is very important, because Esquimalt has a wonderful dry-dock.

By Mr. Neill:

Q. Do they supply you?—A. They do a great deal of work; they do nearly all the work on our coastal ships, but they are much smaller than the trans-Pacific ships. I do not want to criticize Yarrows; they are good friends of mine.

Q. They have all the equipment in Hong Kong?—A. Yes; there are two docks there, Howloon, and Taiko.

[Captain Edmund Aikman.]

By Mr. MacInnis:

Q. How many years ago is it since this ships had to be sent to the Bremerton docks?—A. The *Empress of Australia* went there approximately—I am speaking without real knowledge now, because I was not here when she went—but it would be about 1926 when the *Australia* was out here.

Mr. FLINTOFT: She had been back on the Atlantic.

WITNESS: Anyhow, it is approximately 1926. Then the *Empress of Russia* went about 1929 and the *Empress of Asia* about a year after that.

Mr. FLINTOFT: The *Empress of Asia*.

WITNESS: But the Esquimalt drydock is a wonderful dock, one of the finest in the world.

By Mr. MacInnis:

Q. Are the Chinese crews on the boats organized at all? Have they any association or union?—A. No, I do not think they have. They have a system of insurance. They belong to a different number of boarding houses in Hong Kong and these boarding houses guarantee to take care of them when they are out of employment, and find employment for them. It is in the nature of an agreement. Some of them belong to more than one if they can afford it. It gives them longer support and assurance of being taken care of if they are out of work.

Q. They have no collective voice in making agreements in regard to wages and working conditions and such things?—A. No, not as we recognize that.

Q. You deal with the individual only?—A. Yes. But they are well paid for Chinese.

By Mr. Isnor:

Q. Do I understand that you deal with the individual?—A. Yes, we engage them individually.

By Mr. MacNicol:

Q. Wages per class would be the same throughout the class; for instance, the twenty-five stewards would all receive the same scale?—A. Yes.

By Mr. Reid:

Q. In Mr. Flintoft's statement he mentions the cost of meals as being 28 cents. Is that the actual cost?—A. Yes, 28 cents. That is the actual cost.

Q. 28 cents would be the actual cost for them; and you say 60 cents is the cost for white men?—A. Yes.

Q. The reason I asked that was that when we fed our men in camps our food alone cost us more than that?—A. I can't understand how they might do that; because we are getting our provisions out of bond in many cases. I can't see how they could possibly keep them for 28 cents a day; are you sure it is not 28 cents a meal?

Q. 28 cents a day. The Provincial government in British Columbia did that, they did it for 24 cents a day, as a matter of fact. I went into it very carefully to get all the facts.—A. It does actually cost them 28 cents a day for the Chinese and 60 cents a day for the Europeans. I do not see how the camps could do it for 28 cents.

Q. According to Mr. Flintoft the scale of wages for seamen in Germany and Scandinavia is low. According to the Board of Trade figures produced in the British House of Commons recently the figures with respect to some of the Scandinavian countries and Germany are higher than those of Great Britain.

According to these figures the wages for an able-bodied seaman in Great Britain are \$40 per month, and for firemen they are \$43. In Holling it is \$52 for able-bodied seamen and \$56 for the engineer. The German rate, on the other hand, is \$41 for able-bodied seamen and \$45 for firemen. These are the British House of Commons figures, tabled I think by Mr. Runciman.

Mr. FLINTOFT: We did not mention Holland; is Holland Scandanavian?

Mrs. BLACK: It is Dutch, isn't it?

Mr. REID: Strange to say, Holland is the highest in the world. Sweden pays \$38 to able seamen and \$38 to firemen.

Mr. FLINTOFT: That is lower than the Canadian scale isn't it?

Mr. REID: Yes, I presume it is.

Mr. McIVOR: I have not been saying much this afternoon, but I have been very much surprised at the patience of Mr. Flintoft and Captain Aikman. If Captain Aikman had been an Irishman instead of a Scotchman perhaps he would only have answered one question at a time. I think he has shown remarkable patience in trying to handle two or three questions time after time.

Mr. MACNICOL: As you might expect a Scotchman to do.

Mr. McIVOR: I would move a hearty vote of thanks for the service they have rendered us this afternoon. Mrs. Black seconds my motion.

By the Chairman:

Q. We will put the motion when you are through. Are you through, Captain?—A. I do not think there is anything further that I have to talk on, Mr. Chairman.

The CHAIRMAN: Does the motion of appreciation carry? Carried.

Mrs. BLACK: It is 6 o'clock, Mr. Chairman.

Mr. FLINTOFT: I just want to thank you very much for the expression of appreciation you have so kindly made.

Witnesses retired.

The CHAIRMAN: We will adjourn until Monday at 11 o'clock, when we are to have a submission by the Nova Scotia seamen.

The Committee adjourned at 6 o'clock p.m., to meet again on Monday next, May 11, 1936, at 11 o'clock a.m.

APPENDIX No. 1

The Executive Board of the Seafarers Industrial Union replies to the Memorandum—herein after called “the brief”—presented to the committee on Industrial and International Relations, by Mr. F. H. Glendenning, President of the “Merchants Exchange” on behalf of that body.

To the Chairman and Committee.

GENTLEMEN,—Seamen, not only in Canada, but also in Britain and other countries have accepted the employment of oriental seamen on ships of British registry, as being purely a question of cheap labour.

We are convinced that this attitude is correct notwithstanding many frivolous arguments to the contrary, it is the essence of the “Merchants Exchange’s” “brief” although framed in vague and ambiguous, and we venture to say deceptive language.

We claim the only way to disqualify and set aside this contention of “cheap labour” is for the shipping companies concerned to bring the wages of Oriental seamen to the level of that paid to white seamen, who work on ships trading to the Orient.

Before proceeding further we wish to state that seamen’s wages are a small item in the sum total of the expenses involved in operating a steamship, and further the wages paid to Oriental seamen range from only twenty-five to forty per cent of that paid to white seamen. We note that the “Merchants Exchange’s” “brief” as published in the March issue of “Harbour and Shipping” is silent on this phase of the problem.

The “brief” states:—

“It can be demonstrated that the cost to the operators of the vessels concerned would far exceed the amount of the subsidies which they receive, and it follows that abandonment of the subsidy would result rather than acceptance of the conditions proposed.”

This statement is rather peculiar, and, in view of the figures of subsidies stated in part 2 of their brief, we find it rather amusing, but it is a plain misstatement of fact, to prove this we will take the first item of subsidy in Part 2 of the brief, namely, “British Columbia and China—Subsidy of \$118,000 per annum for regular service of freight steamers providing two sailings monthly from B.C. to ports in China in conjunction with four coal burning ships, which are the most expensive to run from the standpoint of the required unlicensed personnel of seamen. We claim four ships would be more than adequate to maintain this service but for the purpose of our analysis we allow for four ships in regular service. Here we are more liberal towards the ship owners than is necessary, and we allow a personnel for each ship that we as seamen consider necessary and essential, but this does not mean that the ships would carry that number.

	Personnel	Wages per month	
Stokehold—			
Firemen, 9		\$60.00	\$ 540.00
Coal trimmers, 4		60.00	240.00
Engine room—Oilers, 3		65.00	195.00
Deck—			
Sailors, 8		\$60.00	480.00
Boatswain, 1		70.00	70.00
Carpenter, 1		75.00	75.00

Personnel	Wages Per month	
Steward, 1	80.00	80.00
Cook, 1	80.00	80.00
Engineer's messman, 1	50.00	50.00
Sailors and firemen's messman, 1.	50.00	50.00
30 men—1 month's wages		1,860.00
4 ships—120 men—1 month's wages		7,440.00
Total wages for personnel of 4 ships numbering 120 for a period of 12 full months amounts to		89,280.00
Allowance for bed and board of 50c. per man for a personnel num- bering 120 for 365 days		21,900 00
		<hr/>
		\$111,180.00
Subsidy		118,000.00
		<hr/>
Balance of subsidy unspent on wages	\$	6,820.00

N.B.—The ships we have in mind would have a carrying capacity of from seven to ten thousand tons.

It will be seen that after paying wages, bed and board, for the personnel of four ships numbering one hundred and twenty, for a period of twelve months, out of the subsidy, there is a balance left over of \$6,820. Therefore we are justified in asking how much would the balance be, after operating the ships with cheap Oriental labour? And the owners are paid the regular freight rates for the cargo handled besides. We would point out that there are many ships operating with white seamen in the Oriental trade and earning profits without receiving subsidies, who get the same freight rates as subsidized ships do.

We selected coal burning ships for our analysis, where oil burning ships are used the stokehold personnel is reduced by 50 per cent, which would mean a reduction in the wages and board bill for the four ships in one full year of \$24,560. The claim that ships operating with white seamen cannot make a profit on its operation even with the present subsidy is a huge myth, that the subsidy should be increased is getting too ridiculous. We are told in the "brief" that the subsidy is paid for taking cargoes out of Canada, but the subsidized ships take cargoes into Canada, or they may take cargoes to other places than Canada, that is, they are not forever dependent on travelling one way loaded and "light" the opposite way. We would point out that while we selected four ships for continuous service, that is not quite necessary. The matter can be handled more economically, by chartering ships whenever cargo is available.

The other two items in Part 2 of the "brief" viz: Vancouver-British West Indies: subsidy \$33,000; and British Columbia-South Africa: subsidy \$84,000, works out on the same basis as the above.

Here we pose a question. Is the subsidy paid to the actual ship owner (we do not include the Canadian Pacific Steamships here, as they are their own agents) or to the shipping agents?

The "brief" states that "steamship services from Canada to the Orient are maintained in competition with Japanese and United States lines; that Japanese seamen are paid considerable lower wages than would be acceptable to Canadian seamen; that Japanese lines are heavily subsidized by the Japanese Government, and that United States lines receive subsidies from their Government, considerably in excess of those received by the Canadian vessels."

That there is fierce competition we do not for a moment doubt, but this signifies that the chartering of ships is facilitated thereby. That Japanese seamen are very low paid we know; that Japanese and American vessels are heavily subsidized we may readily believe, but it all by no means proves that ships operating from Canada to the Orient manned by Canadian seamen, could not do so successfully and return profit to their owners. Regarding United States ships receiving higher subsidies than Canadian, we would point out that United

States seamen have always been higher paid than Canadian seamen. And that the margin between the wages now paid on United States ships and the wages paid to Chinese seamen on ships sailing out of British Columbia ports to the Orient is very great indeed. The more we as seamen know the ship owners the more "cynical" we regard them, for we have not yet met "one" of them that would admit to the crew that his ships were anywhere except in the red.

The brief further contends that "the employment of Chinese on transpacific passenger vessels is both necessary and desirable for various reasons."

- (a) A large percentage of the passengers are Chinese.
- (b) Chinese and Europeans cannot ordinarily work side by side in the commissariat and stewards departments.
- (c) If for no other reason than the language question, it would be impossible to employ stewards to wait on Oriental passengers."

The above reasons advanced by what purports to be a responsible body, to justify the "necessary and desirable" employment of Oriental seamen on transpacific ships is unaffected simplicity to say the least:—

- (a) What percentage of Chinese passengers use those ships? This is not stated which seems rather peculiar.
- (b) "Chinese and Europeans," why the "Europeans." We are interested in Canadians, and we assume that the Parliament of Canada is likewise—entered into the question we resitate to say—we would not say "trickery." We know that the Canadian Pacific Steamship Company is the one primarily interested in the employment of Oriental seamen, that being so, we wonder why it is claimed that different nationalities can not "ordinarily work side by side in the commissariat and stewards departments," for the reason that the Canadian Pacific Railway on their British Columbia Coastal Ships employ all Chinese cooks, who have to work in close proximity and intimacy with white stewards, with no apparent difficulty.
- (c) The language difficulty is not a logical reason. Some Japanese passengers use those ships as well as Chinese, but the ships do not employ Japanese stewards, and there is as much distinct difference between the Chinese and Japanese language, as there is between the English and Chinese. Allowance is made for Oriental passengers, by providing Chinese Stewards to attend to them, but apparently no allowance is thought necessary for Canadian or English speaking passengers, by providing them with the services of White Stewards.

The "brief" states the "Canadian Pacific Railway Company" advises the cost to them would be a cool "million dollars" should they change from Chinese to Canadian or white seamen. We do not intend to contest this, for it may be quite true in fact, what it actually signifies is that they are at present paying Chinese seamen employed by them a miserable starvation wage. However, we would point out that a million dollars is a lot of money, and according to the general standards of Seamen's living conditions aboard ship (which was never very affluent) it would pay wages (bed and board included) for more than nine hundred seamen for a full 12 months.

Anyhow the C.P.R. advice is not to be taken at its face value without giving it serious analysis, for the reason that in changing over from Chinese to White seamen the number of seamen required would be severely reduced, to make this analysis requires examination of the wages account and the profit and loss account. A general statement in this connection proves nothing.

It is suggested that in the event of Canadian seamen replacing the Chinese, the subsidy be increased, failing which it would be better for the Canadian Pacific Railway Company to relinquish the subsidy altogether. The "brief" as published in "Harbour & Shipping" the official organ of the "Merchant's Exchange" is silent on the amount of subsidies paid to the C.P.R. although it does state the figures of that paid to the smaller fry. Therefore before we could pass an opinion on this question it would be essential to have the figures. Further the question of abandoning the C.P.R. trans-Pacific services is raised, and a note of concern sounded for Canada in general and the port of Vancouver in particular should such an event happen. We do not think this would happen even without subsidies. The business is too profitable.

It is claimed the "employment of orientals" is not merely a Canadian question, and the plea advanced that orientals are employed on services from Europe to the Orient. We state this is no argument, that the question here is purely Canadian-C.P.R.-Oriental. We may state that no orientals are employed on the ships of the following European nationals:—Norway; Sweden; Finland; and Italy. Britain is the most extensive employer of oriental seamen, yet our information at present is that Britain is in the process of eliminating the orientals to some extent.

It is claimed that American ships employ Filipino and Negroes, the implication apparently being that this is cheap labour. Such is not the case, for where these co-operate with organized labour, they are paid the same wages as White American seamen, therefore the question of cheap labour does not arise.

It is further contended that the Orientals employed on C.P.R. ships are "British subjects" being engaged in "Hong Kong," this is a question that is open to serious doubt, our information is that these "Chinese" come to Hong Kong from various parts of China and pass themselves off as "Hong Kong Chinese." This being facilitated by Chinese employment agents at Hong Kong.

The "brief" continues "we have reserved as our final argument the strongest pleas which can be adduced—namely the probable harmful effect on Canada's relations with China if the proposed restriction were imposed."

What does this mean? Is it an admission that the Oriental seamen in question are Chinese subjects. We so think, in view of the previous contention that they are "British Subjects." If they are, we fail to see how their replacement by Canadian seamen would in any way disrupt Canadian relations with China. With regard to the boycott of Japanese by China some years ago it arose out of extraordinary conditions, which are in no way relevant to the present question.

The "brief" continues: "We very much fear (in fact it is almost certain) that were Canada to affront China by refusing to employ Chinese on the vessels concerned" it would have some ill effect on trade between the two countries. It is difficult to understand how such a situation could come about, and still more difficult to reason that "China" would consider the employment of Canadian seamen on trans-Pacific ships an "affront" to her or her nationals in view of the large number of her nationals already employed in Canada. Seemingly the sponsors of the "brief" under review, are reluctant to, and apparently careful not to affront the Chinese, but have no hesitation in affronting Canadian seamen by virtually telling them they should starve quietly on the beach, that is all the argument amounts to.

The "brief" continues: "A service such as this must be regarded as international and not national in character." "Chinese patronize it as well as Canadians" both as passengers and as shippers." We will reverse some of this by saying, "Canadians patronize it as well as Chinese." But seemingly

the considerations which are given to the latter, in the employment of their nationals, is supposed to be neither necessary or essential to the former. All ships trading from one country to another must be considered international.

Part 2 of the brief claims: "It would be entirely impracticable to require that Canadian vessels shall be employed in these services, there being no suitable Canadian vessels available." This is rather strange! What became of the Canadian Government Merchant Marine? Our information is that some of them are still idle on the East coast of Canada which could be used in trading from this country to the Orient.

The brief continues: "The employment of a few Canadian seamen would be more than offset by the loss of employment of men in the Manufacture of the products which now move to the markets served by the subsidized services."

We reply thereto: Where trading goes on between two or more countries there is no difficulty in procuring ships to carry it, and this holds good even if some of the companies involved went to the length of carrying out the threat implied in their "brief", namely "abandon the service altogether."

We have to note that Mr. Glendenning whom we know as a prominent member of the Shipping Federation and president of that body for the current year, is also president of the body supposedly responsible for presenting the "brief" to your committee, justifying the continued employment of oriental seamen on subsidized ships. We have also to note that the different companies involved — chief and most important among them being the Canadian Pacific Railway Company — are members of the Shipping Federation of B.C., which during the latter part of 1935 came prominently into public view through their Union smashing activities, on the other hand the "Merchants Exchange" as such is comparatively unknown to the public. All this is very significant. And we consider it shrewd business on the part of employers of Oriental seamen to get the obscure "Merchants Exchange" to present their views on the question, instead of the employers themselves coming out in the open and justifying their resorting to the ancient business practice of buying in the "cheapest market" and "selling" in the "dearest." Had they done so we would have at least to respect their actions as being straight forward. In the "brief" they proclaim their zeal for the welfare of Canada, it being their chief concern apparently.

In this connection we would very much like to know if any of the subsidies paid by the Canadian Government in 1935 or other years, were used to smash the "Longshoremen's Unions" in B.C. ports last year? This question arises in our mind by virtue of the fact, that the individuals sponsoring the continuation of cheap oriental labour, or alternatively, some increase in the subsidies now being paid to them, are members of the "Shipping Federation"

We see the flags of almost every Maritime Nation flying in the port of Vancouver taking the products of Canada all over the world, and only one lone freighter (S.S. City of Vancouver) of Canadian registry engaged in foreign trade entering and leaving B. C. Ports, therefore the subsidies paid for freight service goes to the "owners" of foreign vessels (manned by Chinese seamen) or their "agents". This does not tend to confirm the zeal of B. C. Shipping men for the "welfare" of Canada as claimed in the "brief." In this connection we would offer the suggestion that the Dominion Government build a number of modern freighters over a period of years, which would be capable of steaming twelve or fourteen knots, in view of the fact that Canadian shipping men who emphasize their zeal for the country have not the initiative to build them, but rather depend on chartering foreign vessels. Such a program would benefit the country in many ways, first by providing work for the ship builders, and since the argument has been advanced in the "brief"

that the subsidies are paid to facilitate Canadian products getting to foreign markets, we suggest that freight rates could be based on the actual cost of running the ships.

By doing this it would confer a benefit on Canadian exporters by giving them the benefit of cheaper freight rates. On the other hand were they operated as other ships they would show a good profit and eliminate the need for subsidies. All very nice, we have reckoned without our host, the private Shipping interests! The "Shipping Federation". In conclusion we regret that the Seafarers Industrial Union were not afforded the opportunity to send a representative to appear before you. Had this been otherwise many points not herein covered could be touched on, and the points we have raised explained more fully. However we trust that the committee may find our views and observations as herein set forth of value to them in trying to arrive at a correct solution of the problem.

We herewith append our Signatures.

W. SLATER, Secretary

G. BOGERD

A. MAGILL

APPENDIX No. 2

Clerk of the Committee on
Industrial and International Relations,
Ottawa.

RE: EMPLOYMENT OF CANADIANS ON SUBSIDIZED SHIPS

DEAR SIR,—May we be permitted to make, in writing, some comment upon evidence submitted to the committee, in further reference to the matters dealt with in our submission presented by Mr. F. H. Clendenning on March 13.

Part 2 of our submission (pages 14 and 15 of Minutes and Proceedings of your committee) dealt with the employment of Canadian citizens as part of the crew of vessels receiving subsidy from the Canadian Government. The evidence of Mr. F. E. Bawden (page 101 of minutes) is a very clear statement in amplification of the position taken by us and we commend it to the attention of the committee.

For convenience we repeat as follows the statement referred to:—

In the case of chartered ships it does not appear to be practicable to arrange for the employment of Canadian crews. The contractors for these services, when chartering, have to accept the vessels with the crews which they have on board at the time they begin their charters, and it would appear to be difficult, if not impossible, to charter vessels with the provision that when the vessels arrive in Canadian ports to take up their charters, the crews on board them should be sent ashore and replaced by Canadian citizens. There would probably be some difficulty with the immigration laws, and furthermore, as most of these ships make only a one-way voyage under their charter, there would apparently be no way of bringing the Canadian crews back to Canada.

Charters of British ships are usually made by cabling an inquiry to a broker in London, who submits by cable such offers as he may receive. The contractors select a vessel whose size, price, position and speed may be satisfactory and cable acceptance. The charter is then signed on behalf of the charterers, and the ship, which may be in almost any part of the world at the time, is instructed by cable to proceed to Canada and load for the voyage for which she is chartered. After the voyage has been completed and her charter has expired, she is on the charter market again for further employment in any part of the world.

MR. MACNICOL: If I might interject at this point, I might say that the statement just made by Mr. Bawden seems to me to be a very important one.

WITNESS: I have just outlined the way in which the charters work. A man in Vancouver will have to cable to London. His broker will go down to the Baltic Exchange and ask for an offer. He will get two or three ships offered at different prices, or different sizes and in different positions. That information will be cabled to Vancouver and the charterer will select the one that suits him best. He will cable back to London and the broker will be authorized to sign a charter and pay over the money. The ship will be instructed by cable to go to Vancouver and start operations.

A point of considerable importance should be noted by the committee, viz., the term "British subjects." In several subsidy contracts to which reference has been made in evidence before the committee, the requirements is made of employment of a certain percentage of "British subjects." In no case is there any stipulation as to the *domicile* of the British subjects, who may therefore be nationals of any part of the British Empire.

It has, up to the present time, been the practice throughout the Empire, in shipping matters, to treat the Empire as a unit and in no case is sectionalism evident.

Canada has for many years protected her coastwise shipping trade by exclusion of foreign-flag ships. But the term "foreign" has not hitherto been deemed to apply to British. The Canada Shipping Act limits the employment of shipping in the coasting trade of Canada to "British ships" (section 663, Canada Shipping Act, 1934) and not to "British ships of Canadian registry."

The above is as regards ships. As regards personnel, section 126 of Canada Shipping Act, 1934, enacts that examinations for masters, mates or engineers shall be open only to "*British subjects by birth or naturalization.*"

This general principle would be violated by the enactment of any provision restricting employment to, or requiring employment of, British subjects of "Canadian citizenship."

Uniformity in shipping law and practice throughout the British Empire is not a new principle, having always been a proviso in legislation of the British Parliament granting self-governing powers to the Dominions. With the passage of the Statute of Westminster, which created equal status among the Dominions and Great Britain, the principle referred to was expressly preserved and maintained by the agreement concurrently made, the British Commonwealth Merchant Shipping Agreement, 1931 (to which, of course, Canada was a party), the intent of which was to maintain uniformity in shipping law and practice.

Were Canada to exclude British citizens of other than Canadian citizenship from vessels trading to Canadian ports, whether receiving a subsidy or not, we submit that such action would not be within the spirit of the Agreement above quoted.

A further point to which the attention of the Committee should be directed is the fact that approximately 50 per cent of the grain exported from the Pacific Coast of Canada and approximately 85 per cent of the lumber, was shipped in tramp ships, only one of the vessels being of Canadian ownership or registry. Also that in 1935 of the 929 sailings from Vancouver to overseas destinations only 18 vessels were of Canadian registry; less than 2 per cent.

This fact is cited to show that any regulation such as is suggested must affect shipping other than Canadian and the practical difficulties in the way of any such action have already been discussed. Canada is *not* a ship-owning country, due to many diverse reasons, but the imposition of restrictions would not appear to be a factor likely to remedy this situation.

The Congress of Canadian Organizations, in a letter printed on page 60 of the Minutes and Proceedings of the Committee state that

Just recently the Runciman Act was passed in England, making it prohibitive to employ foreigners on British ships as described in that Act. All employees must be white.

We can find no justification for the statement. There is no Act of the British Parliament known as the Runciman Act. What is probably referred to is the British Shipping (Assistance) Act, 1935, which provides an appropriation of £2,000,000 for the assistance of tramp shipping. There is no stipulation as to

the colour or race of the crew nor any limitation of their British citizenship to any part of the Empire (See reference page 41 of Minutes and Proceedings of your Committee).

We have refrained from comment on the evidence of Mr. O'Donovan relative to conditions of employment of the crews of Canadian Pacific vessels, as we understand the Canadian Pacific will themselves present evidence on these points, which are, in any event, beyond our knowledge.

We would, however, suggest to the Committee that Mr. O'Donovan's statement that there are plenty of seamen available in Vancouver for service on deepsea vessels, is one which should not be accepted without verification. A list should be obtained of the men available, as shewn on the records of the Shipping Master's office, at Vancouver. The Committee will learn, we believe, that few men with deepsea experience are available, and of these, only a proportion are of Canadian citizenship.

Respectfully submitted,

VANCOUVER MERCHANTS' EXCHANGE

J. HAMILTON,
Secretary.

1936
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Canada, Industrial and
"Relations, Standing Committee, 1936"

SESSION 1936

HOUSE OF COMMONS

STANDING COMMITTEE

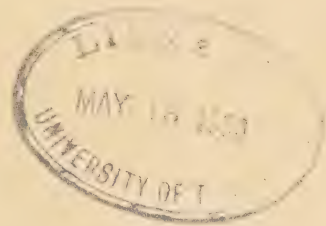
ON

INDUSTRIAL AND INTERNATIONAL RELATIONS

MINUTES OF PROCEEDINGS AND EVIDENCE

(The Employment of Greater Numbers of Canadian Citizens on
Canadian Subsidized Ships)

No. 6—MAY 11, 1936



WITNESS:

Mr. Walter Johnson, President of the Nova Scotia Seamen's Union,
Halifax, N.S.

OTTAWA

J. O. PATENAUDE, I.S.O.

PRINTER TO THE KING'S MOST EXCELLENT MAJESTY

1936

MINUTES OF PROCEEDINGS

MONDAY, May 11, 1936.

The Standing Committee on Industrial and International Relations met this day at 11 a.m.

The chairman, Mr. C. R. McIntosh, presided.

Members present: Messrs. Black (Mrs.), Howden, Isnor, Jean, MacInnis, MacKenzie (*Neepawa*), McIntosh, Neill, St. Pere, Tucker—10.

Minutes of the previous meeting of the committee held on Friday, May 8, read and adopted.

The following list of letters of endorsement of Mr. Walter Johnson, president of the Nova Scotia Seamen's Union, received by the chairman and the clerk was ordered to be noted in the minutes of the proceedings, viz., Hon. Michael Dwyer, Minister of Mines, Nova Scotia; Mr. E. J. Craig, Mayor of Halifax, Nova Scotia; Mr. W. A. MacDonald, secretary, National Association of Marine Engineers of Canada; Mr. Betts, secretary-treasurer, Plumbers and Steamfitters' Union, Local No. 56; The Nova Scotia Seamen's Union, Halifax, Nova Scotia; The Halifax Trades and Labour Council; Mr. E. J. Scanlon, president, Local No. 1341, Trades and Labour Congress, also resolution No. 36 of the above association.

The chairman requested Mr. Isnor, M.P. for Halifax, Nova Scotia, to explain to the committee the position of the Seamen's Union held in the city of Halifax.

Mr. Walter Johnson, president of the Nova Scotia Seamen's Union, was called, sworn and examined.

Witness retired.

The chairman requested the clerk to read a submission of Mr. J. J. Kinley, M.P. for Lunenburg, N.S.

On motion of Mrs. Black,—

Resolved,—That the thanks of the committee be tendered to the witness for the presentation of the seamen's case.

The chairman thanked the witness on behalf of the committee.

The committee then adjourned to meet again at the call of the chair.

WALTER HILL,
Clerk of the Committee.

Mr. HOWDEN: Should they not be read by the clerk?

The CHAIRMAN: Do you want them all read?

Mr. HOWDEN: Not all. We should know what is in them.

The CHAIRMAN: Is it the wish of the committee that we read all these letters one by one?

Mr. NEILL: If we could hear what is in some of them, just the general nature.

Mr. MCINTOSH: All right. We shall have the clerk read them.

The CLERK: This is a letter from the Minister of Public Works and Mines, province of Nova Scotia:—

The bearer, Mr. Walter Johnston, President of the Seamen's Union of Halifax, and delegate of the Trades and Labour Congress of Halifax City and District, is proceeding to Ottawa on matters connected with labour affairs in Nova Scotia.

Mr. Johnston is particularly interested in the seamen's welfare and is strongly of the opinion that only Canadians should be employed on Canadian ships. Any attention or consideration that you can give to Mr. Johnston while he is in Ottawa will be greatly appreciated by all concerned.

A great many of the men in Halifax represented by Mr. Johnston are now on relief and therefore it is of the utmost importance that every attention be given to this phase of Mr. Johnston's presentation.

That is signed by M. Dwyer, the Minister of Public Works and Mines.

The next is a letter from the office of the Mayor, Halifax, Nova Scotia:—

This will introduce to you Mr. Walter Johnson, President of the Nova Scotia Seamen's Union, who is journeying to Ottawa to place before the Industrial Relations Committee the position of Nova Scotia seamen. He is particularly interested in the employment of Canadians on Canadian ships.

I would personally appreciate any assistance that you find free to give him in his endeavour to put before the Committee the position of this particular class of our people.

Mr. HOWDEN: If I may interrupt, are these all endorsements?

The CHAIRMAN: They are practically all endorsements of our witness, and contain a word or two in connection with the reference before the committee about which we are all very well acquainted.

Mr. HOWDEN: Then it is not necessary to go through them all.

The CHAIRMAN: I thought not. I might mention that I have one more letter from the United Brotherhood of Carpenters and Joiners of America. There is also one from the City Fire Fighters' Benevolent and Protective Association of Halifax.

Mr. HOWDEN: These are all in support of our witness, are they?

The CHAIRMAN: Yes. I might also mention that attached to the letter from the President of Local 1341, I.L.P., there is a resolution by the Trades and Labour Congress of Canada which was submitted to the Fifty-first Convention, Halifax, Nova Scotia, September 16, 1935. I will read this communication:—

The bearer, Mr. Walter Johnson, is President of the Nova Scotia Seamen's Union. Mr. Johnson is visiting Ottawa in connection with a Resolution that was adopted at the Fifty-first Convention of the Trades and Labour Congress of Canada, a copy of which is attached hereto.

Complying with a request of the members of Local 1341, I.L.A. (Freight and Steamship Checkers, Halifax), I respectfully advise you that this Organization are heartily in accord with the adoption of this Resolution and also endorse Mr. Johnson's efforts on behalf of the Nova Scotia Seamen's Union.

Any courtesy or assistance that you may extend to Mr. Johnson will be appreciated by the writer and also by the members of this organization. We are of the opinion that Resolution No. 36 is a fair and just one and is worthy of your very best efforts and support.

The Resolution reads:—

TRADES AND LABOUR CONGRESS OF CANADA

Resolution submitted to the Fifty-first Convention, Halifax, Nova Scotia, September 16, 1935.

Resolution No. 36.—By Nova Scotia Seamen's Union. Whereas, at the present time and for some time past the Government of Canada has been subsidizing or operating certain ships in the Canadian Coast-wise West India trade; and whereas, certain ships so subsidized or operated have been manned as to firemen's, stewards', and cooks' departments by persons not domiciled in Canada or having Canadian citizenship, with the result that domiciled Canadian citizens have been deprived of their means of livelihood; and whereas, in the opinion of the Nova Scotia Seamen's Union such a policy is detrimental to and unduly oppressive upon persons domiciled in Canada and having Canadian citizenship. Therefore, be it resolved, that the Trades and Labour Congress of Canada go on record as deprecating the conditions now existing as above set forth and as insisting that all ships engaged in the Canadian coast-wise trade subsidized or operated by the Government of Canada shall in the future be manned in their deck, engine-room and steward departments, exclusively by persons domiciled in Canada and having Canadian citizenship, and be it further resolved, that this Congress now in session take such immediate and effective steps as it may seem expedient to the end that the matters complained of may be remedied.

Mr. HOWDEN: Can anyone say whether these ships are registered in Canada?

The CHAIRMAN: I think we will get that information this morning, Mr. Howden.

Mr. MACINNIS: Mr. Chairman, I move that these communications be noted in the minutes and that the resolution from the Trades and Labour Congress of Canada be made part of the record of the proceedings.

The CHAIRMAN: It will be part of the proceedings now, since I have read it.

Mr. ISNOR: I second the motion.

Mr. MACINNIS: I had in mind that only the one letter which was read should be put in the record and the rest be noted in the minutes.

Mr. NEILL: You do not require a resolution as to that.

The CHAIRMAN: We have been printing most of our communications dealing with any of the witnesses. Should we not continue the practice?

The SECRETARY: I have noted that the resolution from the Trades and Labour Congress of Canada be printed in the record.

Mr. NEILL: That is automatic.

The CHAIRMAN: Then do I understand that it is not the wish of the committee to have these communications printed in the record in toto? Do you want to make a break in the method of recording the committee's business? What is the wish of the committee?

Mrs. BLACK: I think we should do what we have been doing in the past.

The CHAIRMAN: Is it the wish of the committee that we insert these communications in the record? Is there any opposition? Then that is settled. They will be extended in the record of the proceedings:—

NATIONAL ASSOCIATION OF MARINE ENGINEERS OF CANADA

HALIFAX, N.S., May 4, 1936.

C. R. McINTOSH, Esq., M.P.,
Chairman,
House of Commons Standing Committee on
Industrial and International Relations.

SIR,—I understand that Mr. Walter Johnson, president of the Nova Scotia Seamen's Union, is to give evidence before your committee on the 11th of this month.

Permit me to say that the above union is a band of loyal coloured Canadian citizens, who are trying to obtain positions on Canadian registered ships and to which positions they believe they have a prior right, even against non-Canadians though they may be British subjects.

I trust your honourable committee will give Mr. Johnson every facility to place the case of his union squarely before your committee.

Yours most faithfully,

The National Council N.A. of M.E.,

(Sgd.) W. A. MacDONALD,

Secretary-Treasurer.

UNITED BROTHERHOOD OF CARPENTERS AND JOINERS OF AMERICA

HALIFAX, N.S.

C. R. McINTOSH, Chairman,
Industrial and International Relations Committee,
Ottawa, Canada.

DEAR SIR,—The above local union has endorsed the action taken by the Nova Scotia Seamen's Union of Halifax in regard to the hiring of seamen of Canadian citizenship on ships owned or subsidized by the Canadian Government.

Trusting you will give this your earnest attention, I remain,

Yours truly,

(Sgd.) J. A. BEATTIE,

60 Allen St., Halifax, N.S.

Secretary, Local 83.

CITY FIRE FIGHTERS' BENEVOLENT AND PROTECTIVE ASSOCIATION

HALIFAX, N.S., May 7, 1936.

C. R. McINTOSH, M.P.,
Chairman, Committee on Industrial and
International Relations,
House of Commons, Ottawa.

SIR,—Attached hereto is a copy of Resolution No. 36, Local 268, International Association of Fire Fighters, a unit of an organization representing 47,000 members in Canada and the United States, do

heartily endorse the efforts of the Nova Scotia Seamen's Union, through the bearer of this letter in the person of Walter Johnson, of the city of Halifax, president, and we trust that you will use your every effort to make this resolution become a part of our Canadian laws.

On behalf of the officers and members of Local 268, we remain,

Respectfully yours,

(Sgd.) JOHN W. SPRUIN,
President.

" JAMES M. CODY,
Secretary.

CITY FIRE FIGHTERS BENEVOLENT AND PROTECTIVE ASSOCIATION

HALIFAX, NOVA SCOTIA

Resolution No. 36 passed at the 51st Convention of the Canadian Trade and Labour Council at Halifax, September 16-29, 1935.

Whereas, at the present time and for some time past the Government of Canada has been subsidizing or operating certain ships in the Canadian Coastwise West India trade; and whereas, certain ships so subsidized or operated have been manned as to firemen, stewards and cooks department by persons not domiciled in Canada or having Canadian citizenship, with the result that domiciled Canadian citizens have been deprived of their means of livelihood; and whereas, in the opinion of the Nova Scotia Seamen's Union such a policy is detrimental to the point of being unduly oppressive upon persons domiciled in Canada and having Canadian citizenship. Therefore, be it resolved, that the Trades and Labour Congress of Canada go on record as deprecating the conditions now existing as above set forth and as insisting that all ships engaged in the Canadian coast-wise trade subsidized or operated by the Government of Canada shall in the future be manned in their deck, engine room and steward departments exclusively by persons domiciled in Canada and having Canadian citizenship; and be it further resolved that this Congress now in session take such immediate and effective steps as it may seem expedient to the end that the matters complained of may be remedied.

HALIFAX DISTRICT TRADES AND LABOUR COUNCIL affiliated with

Trades and Labour Congress of Canada

Samuel C. Connell
Address of Sec: 39 John Street
Halifax, N.S.
Tele. L3315

May 7th, 1936

WALTER HILL, Esq.,
Clerk, Industrial and
International Relations Committee,
House of Commons,
Ottawa.
Dear Sir:

This is to certify that Mr. Walter Johnson, a delegate to this Council from the Nova Scotia Seamen's Union, has also been duly accredited

as a representative of the said organization to appear before the Committee on Industrial and International Relations.

We therefore would greatly appreciate any courtesy extended by you or assistance you may render to him in forwarding the object of his visit to Ottawa.

Very truly yours,

(sgd.) M. B. Gougrie,
President.

(sgd.) Samuel C. Connell,
Secretary.

Local Union No. 56
UNITED ASSOCIATION OF JOURNEYMEN PLUMBERS &
STEAMFITTERS

39 Tobin Street,
Halifax, N.S., May 7, 1936.

Mr. W. Hill,
Clerk, Industrial Relations Committee,
Ottawa.

Dear Sir:

Mr. W. Johnson, the bearer of this letter, is President of the Nova Scotia Seamen's Union.

He is visiting Ottawa in connection with resolution No. 36, as adopted at the fifty-first convention of the Trades and Labor Congress of Canada, a copy of which has been forwarded to you by other locals.

On request of members of Local 56, I am respectfully advising you, that they unanimously endorse the adoption of the Resolution, and Mr. Johnson's efforts on behalf of the Nova Scotia Seamen's Union.

We are satisfied that Resolution No. 36 is a fair and reasonable one, and trust that you will give Mr. Johnson any assistance and advice which you may deem necessary, in placing his problem before the proper authorities.

Your co-operation will be greatly appreciated by members of Local 56.

Yours very truly,

(sgd.) George W. Betts,
Sec.-Treas. Local 56.

The Chairman, Mr. McINTOSH: With regard to representations by the Chinese, Mr. Neill raised the question as to their submission but was absent from the committee when the minutes were read by the secretary. May I state that a representative of the Chinese Legation was brought to my office the other day by the secretary of the committee and we discussed the matter. He informed me that the Chinese have no organization in Canada because they are not allowed to come off the ships at Vancouver, and that their only organization is at Hong Kong and their submission would have to come from Hong Kong. I said: "You had better let us have it," and they are going to get the submission from Hong Kong with regard to the Chinese, which will be soon here, that is, by the time we have the submission from the Japanese. I thought it would be well to have the submission from the Chinese here when the Japanese are making their submission in order to complete the record as far as possible. The Chinese representative said the union at Hong Kong is quite competent to arrange a submission, and he will get in touch with Hong Kong by wire and receive the submission here by wire.

Mr. ISNOR: Are you not going to have a complicated situation arise if you receive representations from a foreign country?

The CHAIRMAN: It was the wish of the committee to do all we could to get a submission from the Chinese.

Mrs. BLACK: Would you call the British Chinese "foreign"?

Mr. REID: China is a foreign country; Hong Kong is a British protectorate.

The CHAIRMAN: As far as the Canadian Pacific Steamship services are concerned, the Chinese think they should say something.

Mr. HOWDEN: It seems to me to be a somewhat roundabout method to go to Hong Kong for a submission in support of the Chinese who are employed on the Canadian Pacific steamships plying between Canada and the Orient.

The CHAIRMAN: If you do not want that submission you may so state.

Mr. NEILL: The Chinese are not allowed to land at Vancouver, so they cannot have an organization or agent there.

Mr. ISNOR: I asked as to whether the Chinese were organized.

The CHAIRMAN: Yes—at Hong Kong but not in Canada.

Mr. ISNOR: And I was fearful that some question might arise with regard to the submission by the Chinese.

The CHAIRMAN: You remember, Dr. Howden, you urged us at our last meeting to get in touch with the Chinese in order to obtain their submission.

Mr. HOWDEN: Yes, and I do so now, because the Chinese are the biggest factor in connection with the employment of Oriental labour on our boats. What is the use of holding this investigation if it does not deal with the Chinese?

Mr. MACINNIS: I do not think we need be afraid of any complications entering into the matter. So far as those who are opposed to the employment of Chinese labour are concerned I do not think there could be a better argument for their case than the fact that it is necessary to go to Hong Kong to obtain a submission on behalf of the Chinese.

Mr. REID: Quite so.

The CHAIRMAN: Any further discussion? That is settled. The submission will be sent here. I might say that the secretary and myself got in touch with the Chinese Legation at once in order to have this information before the committee to-day, so that the members of the committee would be aware of the submissions that are yet to come in order to complete the investigation that we were ordered to conduct by the House. The secretary mentions to me that the Consul was emphatic when dealing with us in regard to the matter that this was the only method by which we could possibly get any information with regard to the Chinese; otherwise we could have no information whatever from them.

Mr. NEILL: Oh, we could give permission to a Chinese representative to get off a ship and come here.

The CHAIRMAN: If we did that it is not like that we, I might say, could make a report to parliament this session.

We have a submission here from Mr. J. J. Kinley of Lunenburg, who is a member of the House. He gave me this submission quite a while ago and asked me to read it. It deals with the reference before the House, and it is akin to the submission we are to have this morning. What is your pleasure with regard to this submission? Should it be printed in the appendix to the minutes or do you want it read now by the secretary?

Mr. HOWDEN: Could we hear the witness now?

The CHAIRMAN: Do you want to deal with this submission now?

Mr. HOWDEN: I suggest that that submission might be dealt with later. If this witness has not a very lengthy submission to make perhaps we could take it now and deal with Mr. Kinley's submission afterwards.

The CHAIRMAN: Mr. Kinley will not be here this morning; he is in Halifax.

Mr. HOWDEN: We can hear the witness and then revert to Mr. Kinley's submission.

The CHAIRMAN: Very well. We have Mr. Johnson of Halifax before us this morning, and I would like Mr. Isnor to introduce him.

Mr. MACINNIS: Before you proceed, Mr. Chairman, there is a matter I wish to touch upon in connection with the brief filed with the committee from the Seafarers' Industrial Union of Vancouver. In presenting this brief to the committee on Friday I think the chairman said that the brief was attacking the presentation made by Mr. O'Donovan before the committee. I would like to state that the brief does not attack Mr. O'Donovan at all, but the letter which accompanied the brief did attack Mr. O'Donovan. I think it is only fair to make that distinction.

The CHAIRMAN: What does the brief attack?

Mr. MACINNIS: The submission made by The Merchants' Exchange of Vancouver.

The CHAIRMAN: Who wrote the attacking letter?

Mr. MACINNIS: The same people who presented the brief.

Mr. NEILL: Is the letter going to be extended in the record of the proceedings?

The CHAIRMAN: Yes.

Mr. MACINNIS: The whole matter goes on the record, but I wish to correct the statement the chairman inadvertently made.

The CHAIRMAN: Very well. It would appear each is complementary to the other. We are ready to go on.

Mr. ISNOR: Mr. Chairman, ladies and gentlemen: I want to say a word in regard to Mr. Johnson in view of certain statements that were made by a previous witness in connection with witnesses who appeared before this committee. I would like the members of this committee to know that I have known Mr. Johnson practically since boyhood. Not only was he born in the city of Halifax but his parents resided there all their lives, and his grandparents came to Nova Scotia immediately following the American Civil War when the slaves were liberated, so that you have before you in Mr. Johnson one of whom we can safely say is a real Nova Scotian from the early days. Not only have I known Mr. Johnson as a friend, but he has been closely associated with our labour movement in the city of Halifax, and there we are fortunate in having our labour organizations headed by men whom we consider very very keen and sound in their judgments. I am not a labour man but a business man, as you know, but we come in constant touch with organized labour and we appreciate having such men at the head of labour organizations in the city, in so far as the welfare of the community is concerned. I would like to pay that tribute, because I believe it is deserved by our labour organizations in the city of Halifax, and also in order to furnish a little background in connection with our witness. The chairman has already mentioned having received letters from different ones in Halifax. I did not know he had received the originals. I certainly received a large number of letters and copies of many letters mentioned by the chairman. Men like the Honourable Michael Dwyer, the Minister of Labour, would not write the type of letter he did write to the chairman unless he was particularly interested in Mr. Johnson and the views he represents. I feel that in itself should carry some weight when considering the evidence that will be submitted by Mr. Johnson. The mayor of the city of Halifax has been mentioned and also the Trades and Labour Congress of Canada, and the president of the Longshoremen's Union. That union has a membership of about 1,300; I think there were over 1,200 men turned out in their last Labour Day parade.

Mr. REID: Are they affiliated with the seamen?

Mr. ISNOR: All these unions are affiliated with the Trades and Labour Congress of Canada. As to this question, Mr. Chairman, which we have before us, you will remember I stressed the importance of taking out the word "white" because I had the coloured seamen's union in mind at that time, at our first meeting. I think they have a real contention in so far as the Atlantic service is concerned in asking that Canadian citizens be employed on the Canadian National West Indies steamship boats. We feel we have seamen unemployed at the present time in Nova Scotia who should be employed on these boats because they could just as efficiently carry out the duties that are now being carried out by the West Indian crews. I do not think I need say anything more except that Mr. Johnson is afflicted in somewhat the same manner as one of the honourable members of the House and it will be necessary for you to speak a little louder than you would to the average witness when questioning Mr. Johnson.

The CHAIRMAN: Just before I call upon Mr. Johnson I would like to read a letter I have here from the Nova Scotia Seamen's Union, affiliated with the International Seamen's Union of America, addressed to myself:—

NOVA SCOTIA SEAMEN'S UNION

affiliated with International Seamen's Union of America

HALIFAX, N.S., May 6, 1936.

C. R. McINTOSH, Esq., M.P.,

Chairman,

Committee on Industrial and International Relations,
House of Commons,
Ottawa, Ont.

Dear Sir:

The bearer, Mr. Walter Johnson, President of this Union which is affiliated with the Trades and Labour Congress of Canada; has been delegated to appear before the Committee on Industrial and International Relations.

We therefore respectfully solicit your kind attention and hope that the views contained within the brief memorandum submitted on behalf of Canadian Seamen on the Atlantic Coast (the majority of whom are on relief and a financial burden to the Dominion treasury) will be given favourable consideration by your committee.

Respectfully yours,

(Sgd.) WALTER JOHNSON, President,
SAMUEL C. CONNELL, Secretary,
J. WILLIAM CARTER, Bus. Agent.

The CHAIRMAN: We shall now call on Mr. Johnson.

WALTER ADOLPHUS JOHNSON called and sworn.

By the Chairman:

Q. What is your position?—A. At the present time I am unemployed, but I am a chef.

Q. Formerly your position was what?—A. Chef.

Q. Where?—A. On several ships of the Canadian National and also other passenger ships.

Mr. NEILL: Is he not the president of some union?

By Mr. Isnor:

Q. You are here representing what?—A. The Seamen of Nova Scotia; the Nova Scotia Seamen's Union.

Q. What position do you hold in that organization?—A. President.

By Mr. Howden:

Q. You are president of what union?—A. The Nova Scotia Seamen's Union.

The CHAIRMAN: All right, just go on and tell us your story as plainly and completely as you can.

WITNESS: Mr. Chairman, ladies and gentlemen, I am speaking on behalf of the Nova Scotia Seamen's Union in regard to employment of alien West Indians on the ships of the Canadian National Steamships Limited. The Nova Scotia Seamen's Union is a properly organized and chartered union with headquarters at Halifax, N.S. It is a branch of the International Seamen's Union of America and is affiliated with the Halifax District Trades and Labour Council and through it is affiliated with the Trades and Labour Congress of Canada.

Late in the year 1932 a group of unemployed coloured Canadian citizens living in Halifax including many ex-service men met together for the purpose of investigating the possibility of obtaining permanent employment and decided to form a union to assist them in their effort. As a result of this meeting the Nova Scotia Seamen's Union came into being and a charter was applied for and obtained from the International Seamen's Union of America through the Halifax District Trades and Labour Council.

WORK OF THE UNION

Upon receipt of our charter immediate steps were undertaken to find permanent employment for members of the union, and for this purpose the support of local organizations, local members of parliament and local senators was enlisted in an attempt to replace alien West Indian labour employed on the Canadian National steamships, sailing out of the port of Halifax, to the British West Indies.

As a result of untiring effort of the officers of the union in April, 1933, the Canadian National steamships' officials agreed to give our men a trial and eleven members of the union were placed on the C.N.S. *Cornwallis*, operating between Montreal and the British West Indies in the summer, and these eleven men replaced non-Canadian West Indians previously employed on this ship. They performed their duties so well that they were continuously employed by the company until December of that year when the ship was withdrawn from service. Each year since then the *Cornwallis* returned to service these men have been recalled but you will see that their employment is to say the least irregular and of a temporary nature.

PRESENT SITUATION OF MEMBERS OF THE UNION

Since about November 20, 1935, there has been no employment given to members of the union, except four stewards who were retained on the *Cornwallis* for a trip to Australia. A few members of the union have found temporary employment working in the shore gangs of the Canadian National Steamships, stewards' department, at Halifax, storing ships of the line. This employment also is non-permanent consisting of several days' employment each week. The union has made several attempts to have this employment made permanent but without success.

[Mr. Walter Johnson.]

MEMBERSHIP

The membership of the Nova Scotia Seamen's Union consists of three hundred men, mostly residents of Halifax, all of whom are Canadian citizens. Many of these men are former employees of the Canadian National Railways and are fully qualified to perform these duties. Most of these men are married and are taxpayers in the city of Halifax and ready and willing to accept employment of any sort. Naturally they feel strongly that they are entitled to employment on Canadian-owned ships in preference to foreign West Indian labour which is at present employed.

ORGANIZATION

The Nova Scotia Seamen's Union is an entirely self-governed body within its own constitution and by-laws. It is not dictated to or governed by any other body but is under the control of its local officers and committees. The officers of the organization are:—

JOHNSON, WALTER, *President*
CORNELL, SAMUEL O., *Secretary*

JOHNSON, WILLIAM H. *Treasurer*
CARTER, J. WILLIAM, *Business Agent*

SHIPS EMPLOYING ALIEN LABOUR

The ships to which this memorandum refers are the following Canadian National Steamships' steamers:

Lady Nelson
Lady Drake
Lady Hawkins
Chomedy

Lady Somers
Lady Rodney
Colborne
Cornwallis

All of which are engaged in the West Indies trade.

There have been omitted the *Cathcart* and *Cavalier* both of which are included in the West Indies trade.

It is interesting to note here that as a result of local agitation some years ago the coloured West Indian help employed as stewards and cooks on the *Lady Nelson* and *Hawkins* and *Drake* were replaced by Canadian white stewards and cooks and that to-day the first-class stewards, waiters and cooks are white. The second and third class stewards have been replaced again with alien West Indians. All of the cooks, stewards and waiters on the *Colborne* and *Chomedy* are alien West Indians. The *Cornwallis* when in the West Indies service in the past has employed members of our union as referred to above. The *Lady Somers* and *Rodney* employ all coloured West Indian stewards and waiters and most of the cooks are coloured. In the engine room department of all the above mentioned ships employed in the West Indies trade all the firemen and wipers are alien West Indians.

SUBMISSION

The Trades and Labour Congress of Canada in session at Halifax on September 16, 1935, passed the following resolution dealing with the matter of employment of alien labour on Canadian operated and subsidized ships:—
Resolution No. 36.

Whereas, at the present time and for some time past the government of Canada has been subsidizing or operating certain ships in the Canadian coastwise West India trade; and whereas, certain ships so subsidized or operated have been manned as to firemen, stewards and cooks department by persons not domiciled in Canada, or having Canadian citizenship, with the result that domiciled

Canadian citizens have been deprived of their means of livelihood; and whereas, in the opinion of the Nova Scotia Seamen's Union such a policy is detrimental to and unduly oppressive upon persons domiciled in Canada and having Canadian citizenship. Therefore be it resolved that the Trades and Labour Congress of Canada go on record as deprecating the conditions now existing as above set forth and as insisting that all ships engaged in the Canadian coast-wise trade subsidized or operated by the government of Canada shall in future be manned in their deck, engine room and stewards' departments (other than engineers or officers) exclusively by persons domiciled in Canada and having Canadian citizenship, and be it further resolved, that this congress now in session take immediate and effective steps as it may deem expedient to the end that matters complained of may be remedied.

It is the intention of this union and you see in this that we have the backing of Canadian organized labour that the alien coloured crews employed on the steamships of the Canadian National steamships should be replaced by native born Canadian citizens. In view of the fact that these ships are owned, controlled and operated by a company which is receiving money in its operations from the treasury of Canada this is a matter to which your committee should give very careful consideration as it comes within the terms of reference, inasmuch as the members of our union who have found employment with the company have proved satisfactory. This demonstrates our ability to supply satisfactory help. We realize full well that difficulties might arise by reason of the changing of personnel and it is our suggestion that the coloured help on these ships be replaced gradually rather than all at once. In this manner the company will experience a minimum of difficulties and the union will be in a position to supply men fully qualified to fill each rating as it is made available.

The Union contends that the ships that will be affected by the proposed change can be manned as efficiently by native-born coloured crews as they have been manned by alien West Indians. If our suggestion as to the manner of change is carried out our men can be trained to the system of service and no serious confusion will result. Our men are quite prepared to accept the existing wage scale for the present but are desirous of effecting a higher wage scale at a later date so as to bring the scale more in line with the wages paid on other ships of the same class. While this increase in the wage scale may increase very slightly the cost of operating these ships it will remove from the unemployment relief rolls men at present unemployed and no great material additional as a result of the change.

The Union desires at this point to make it clear to your committee that we are ready and willing to co-operate with the non-union Canadian employees now on the Canadian National Steamships. In this connection we desire to work in conjunction with them to have the alien coloured crews now employed on these ships replaced and at the same time place men in as many positions as possible now occupied by alien labour. It is our earnest hope that if a satisfactory working agreement can be effected with the company by our Union that these men will join us and strengthen materially the Union.

The question of percentage of white help to be employed is a matter of policy which can be determined at a later date; but it is our contention that wherever coloured labour is to be employed members of this Union who are Canadian citizens should be employed in preference to alien coloured labour.

This Union desires to express to your committee its earnest thanks for permission to submit this memorandum and knows that it will receive your earnest consideration.

All of which is respectfully submitted on behalf of the Nova Scotia Seamen's Union.

[Mr. Walter Johnson.]

By the Chairman:

Q. Now then, Mr. Johnson, you are ready for any question which any member of the committee may ask?—A. Yes.

By Mr. Isnor:

Q. I just wish to correct what I thought might be a misunderstanding. You stated, "who did not spend any money in Canada." You were not referring to supplies which are purchased for these boats, you are referring to the West Indian crew?—A. To the pay-off, yes sir.

Q. You mean by that of course that they spend very little of their wages in Canada?—A. For the known fact that every nickel of it is paid to them in the West Indies. Having practical experience quite naturally I know they do not spend a nickel of their wages. They are signed on out there on the island at Barbadoes or Demerara where they are all signed on.

By Mr. Reid:

Q. Was any reason given for changing the help there? I noticed in your brief that the white help was replaced; the stewards, waiters, and cooks employed; and then the rest of the crew, were replaced by alien West Indians. Was any reason given for that? When did they do that?—A. The only reason was, and I explained that, was on account of cheaper help. I received these remarks from those that are empowered to go to work, to hire, to seek out cheaper help. Not because of their experience in regard to catering to the general public, because we have the same qualifications, in regard to coloured folks, and we in the province of Nova Scotia should know, and it means this—

Q. The men of your Union can cater just as efficiently as the others?—A. In fact, they do.

Q. So it becomes a question of wages?—A. It is a question of working for a lower scale of wages. As I said in regard to the brief, we are willing to accept the same scale of wages as the West Indians are receiving at the present time.

By Mr. Howden:

Q. Am I to understand that these men sign on for their trip down in the West Indies and make the round trip?—A. They are signed on and paid off at Demerara or Barbadoes. They are West Indians. But the white crew is signed on at Halifax or Montreal—no, there is none of them signed on in the province of Quebec on this staff out of Halifax. They are signed on at Halifax and paid off at Halifax. That is the white crew, but the West Indian crew is signed on at Demerara and Barbadoes.

By Mr. Reid:

Q. Did you say that there were only 75 members of your crew working at the present time?—A. No, sir. I say we are paying per capita tax for at least 75. I have the receipts and the secretary over there can verify my statement.

By Mr. Isnor:

Q. You had a meeting of your union last week, did you not?—A. Last week.

Q. How many were present at that meeting?—A. 135 at that meeting, willing to go to work and join. They were new members—mostly were interested in regard to my coming here to Ottawa.

By the Chairman:

Q. Can you tell us exactly how many of your association have positions on these ships at the present time?—A. Oh, yes. At the present time we have 11. We have 8 firemen on a freighter, one second steward, one pantry-man, one

second cook, and one mess boy who has been employed in the Canadian National and proved to be satisfactory to the management for at least three years, on the West Indies scale of wages.

By Mr. Howden:

Q. How many have you ever had at one time working on these ships?—
A. From our organization?

Mr. HOWDEN: How many did you ever have?

By Mr. Isnor:

Q. Have you ever had more than 11?—A. No, that is all.

Q. You have never had more than 11 working?—A. No, never had any more than 11.

By the Chairman:

Q. That would be 11 out of what total?—A. Of the men in our union.

Q. What total would that be?—A. What total?

Q. Yes, how many in all?—A. Eleven, as I said.

Mr. ISNOR: $1\frac{1}{135}$ would be one answer to you, Mr. Chairman. They had 135 at their last meeting, that would be $1\frac{1}{135}$.

The CHAIRMAN: The answer I want to get is, out of the total number they have how many are employed on these ships.

Mr. HOWDEN: I understood him to say that the membership of the union was 300. It would be 11 out of that membership.

WITNESS: That would be it.

By the Chairman:

Q. Is that correct?—A. Yes.

Q. On the Canadian National?—A. On the Canadian National.

The CHAIRMAN: That is what I wanted to know.

By Mr. Isnor:

Q. The question has been raised more than once by officials of the steamship companies that on account of the climate Canadians are not able to carry out their duties satisfactorily. What would you say to that?—A. I can easily deny that, because I have had practical experience.

Q. What do you mean by practical experience?—A. Practical experience, I have travelled back and forwards in the tropics for the last three years.

Q. Who with?—A. I know myself, personally, and I know other Canadians—the Pickford and Black Steamship Line has coloured men and we carried on that service—in fact, they inaugurated that service from the port of Halifax previous to these ships being built. They were operated by the Canadian National and manned by local help, Canadians. It is only here recently since new men have been put in authority that they have brought up the question in regard to Canadians not being able to stand the tropical climate. It has been known in the past in that little province by the sea down there that we have been able to give better service than the West Indians.

Q. You submitted a schedule of wages on the West Indies?—A. Yes.

Mr. ISNOR: May I put this on record, Mr. Chairman?

The CHAIRMAN: I think so,

Mr. ISNOR: I would like to see it go on record.

[Mr. Walter Johnson.]

The CHAIRMAN: Do the committee wish this analysis of wages to be included in the record?

(Carried.)

ANALYSIS OF WAGES PAID TO A WEST INDIAN

Ratings	Wages	Exchange	Drakes Crew	Nelson Crew	Hawkins Crew	Total paid	Remarks
	£ s. d.	\$				\$	
2nd Cook.....	14/10/ 0	70.04	1	1	1	210.12	
Asst. Cook.....	10/ 7/ 6	50.10	1	1	1	150.30	
Crews Cook.....	10/ 7/ 6	50.10	1	1	1	150.30	
Scullion.....	2/17/ 6	13.22	4	4	4	158.64	
3rd Class St.....	4/ 2/ 6	19.94	1	1	1	59.82	
2nd Class St.....	4/ 2/ 6	19.94	1	1	1	59.82	
Pantryman.....	10/ 7/ 6	50.10	1	1	1	150.30	
Asst. Pantryman.....	5/ 2/ 6	24.80	1	1	1	74.40	
Laundryman.....	11/ 7/ 6	54.96	1	1	1	164.88	
Asst. Laundryman...	9/ 7/ 6	45.24	1	1	1	135.72	
Gen. Servants.....	4/ 2/ 6	19.94	14	14	14	837.48	
Bell Boys.....	2/17/ 6	13.22	3	2	2	118.98	
Firemen.....	7/13/ 0	36.62	4	4	4	439.44	
Oilers.....	8/ 2/ 0	39.28	3	3	3	353.52	
Donkeyman.....	8/ 8/ 9	40.66	1	1	1	121.98	

Totals: Amount paid per month to three W. I. Crews.....\$ 3,185.70
Amount paid annually to three W. I. Crews.....\$38,228.40

Ratings	Wages	Exchange	Comedy	Colborne	Total	Remarks
	£ s. d.	\$			\$	
C. Cook.....	18/15/ 0	90.48	1	1	180.96	
2nd Cook.....	14/ 2/ 6	68.54	1	1	137.08	
Gen. Servants.....	4/15/ 0	22.44	6	6	269.28	
Pantrymen.....	5/ 5/ 0	25.30	1	1	50.60	
Scullion.....	4/10/ 0	21.44	1	1	42.88	
Firemen.....	7/13/ 0	36.62	5	5	366.20	
Donkeymen.....	8/ 8/ 9	40.66	1	1	81.32	
Oilers.....	8/ 2/ 0	39.28	2	2	157.12	

Amount paid per mo. to two W. I. Crews.....\$ 1,285.44
Amount paid annually to W. I. Crews.....\$ 15,425.28

NOTE: On the *Lady Somers*, *Lady Rodney*, *Cathcart* and *Cavalier* the wages were unobtainable but there are West Indians employed on those ships to the total of 154.

Total paid annually to *Hawkins*, *Nelson*, *Drake*, *Chomedy* and *Colborne*.....\$ 53,653.68
Total paid *Rodney*, *Cathcart*, *Somers* and *Cavalier* approx.....\$ 70,000.00 annually.
Grand Total approximately.....\$ 123,653.68

By Mr. Isnor:

Q. "Amount paid per month to three W.I. crews \$3,185.70." By W.I. you mean West Indies?—A. Yes.

Q. "Amount paid annually to three W.I. crews \$38,228.40." That would be— —A. Just to the West Indians.

Q. Now, you have the amount paid to West Indian crews monthly: "Amount paid per month to two W.I. crews \$1,285.44."—A. Yes.

Q. "Amount paid annually to W.I. crews \$15,425.28." Then you state: "Total paid annually to *Hawkins, Nelson, Drake, Chomedy, and Colborne*, \$53,653.68." Then there are four more boats at approximately \$70,000; and you show a grand total of approximately \$123,653,687?—A. Yes.

Q. Now, that represents the wages paid to the West Indian crews on the various ships, as I understand it, does it not?—A. That is correct.

Mr. NEILL: But not all.

WITNESS: Just to West Indians.

By Mr. Isnor:

Q. The amount of money taken out of the Canadian revenue paid to the West Indians and spent in the West Indies; and you are quite sure of your statement that they are paid off in the West Indies?—A. Positnve. Because these figures are taken from the articles taken at the shipping office and signed at Barbados and Demerara. The contention of the company is that they cannot get two sets of articles.

By Mr. Reid:

Q. Do you mean that these are all engaged in Demerara and West Indies and are paid off there?—A. Yes. You will find the scale of wages in pounds, shillings and pence.

By Mr. Howden:

Q. Do you mean that these crews engaged at the West Indies are all coloured labour?—A. Coloured labour, yes, sir.

Q. And have your Canadian coloured men been replaced or displaced by those fellows?—A. Yes, sir.

By Mr. Isnor:

Q. I do not think you have understood that question. To replace a person someone must have held a position on a previous occasion. Your men never held these positions, did they?—A. Some of our men have held the same positions running to the West Indies. The company, for some reason—the depression came on—sold the ships—said they were obsolete and run down—and these new boats were built. Then they took the West Indians on in the place of the Canadians.

Q. In as far as these boats are concerned?—A. These boats?

Q. Yes.—A. No, sir. Never.

Mr. HOWDEN: These new boats were started out, and the Canadians were ignored.

Mr. ISNOR: The Canadian National are very serious about this matter, and we want to be fair to them.

The CHAIRMAN: On these new boats members of your association were never employed?

WITNESS: No, sir.

Mr. ISNOR: With the exception of these eleven?

WITNESS: That is an old boat.

By Mr. Reid:

Q. Those men would have been occupied had they kept the old boats running?—A. If they had kept the old boats running, quite naturally they would have been employed.

[Mr. Walter Johnson.]

By Mr. Howden:

Q. If they had kept the old boats running, how many men would you have had working. You said you never had more than thirteen or eleven?—A. There have been 125. We had in the vicinity of from 50 to 60 employed, but never more than that—approximately 60 were local help that were employed by the Canadian National.

Q. And they have been gradually put out as the company discarded the old boats?—A. When they discarded the old boats, there was no employment for those men. Then they built these new boats, and for cheaper help and labour they went to the West Indies.

By Mr. Neill:

Q. You said in your brief that some time ago they were replaced by whites?—A. Yes.

Q. And then the second and third classes were replaced by alien coloured?—A. Yes.

Q. I did not catch the answer you gave to this gentleman as to why they did that. What explanation did the company give?—A. Well, in regard to replacing—they formed an organization in Halifax in regard to getting sufficient West Indians taken off these boats. They were granted that in regard to placing Canadian on them, but when it came to the coloured boys for employment the president of the association said that the company said they could not mix the crew, and that left the coloured local help without employment. There is some dissatisfaction in regard to these men—the association and the company employing these men—and the results were that the organization fell apart, dissolved, and the company reverted back to the old system of bringing the West Indians back to man the second and third class.

By Mr. Isnor:

Q. Might I ask one question in connection with a statement made a little while ago with regard to the old boats? That was the company that carried the royal mail?—A. The Canadian National which had the *Importer, Volunteer, Trapper, Otter, Beaver, Settler, Voyager, Trooper*—all were manned by coloured; that is, in the firing and cooking and stores departments. Those are the C.G.M.; but they laid them up and sold them.

By Mr. Neill:

Q. What colour are the second and third-class passengers mostly?—A. We did not carry a passenger service then; they were only cargo boats. The Royal Mail was carrying the passenger service.

Q. I am speaking of now?—A. Now, at the present time they are carrying passengers.

Q. Are the second and third-class passengers white people or coloured?—A. Well, white and coloured. From the West Indies you get a majority of colour.

By Mr. Isnor:

Q. In connection with the Lady boats sailing out of Halifax and Montreal, would they carry any coloured passengers?—A. Well, I would not say in the first class—there might be a scattered one; and in the second and third class, for cheaper reasons, they carry a couple.

Q. Of the whole passenger list what would the percentage of whites be?—A. I would say 100 per cent travelling first class would be white.

Q. Practically 100 per cent?—A. Yes.

Q. And on the second and third classes?—A. On the second and third classes? They have no desire to go down there.

Q. It is necessary for you to give this information because of another question having been raised by the previous witness. What percentage, would you say, comprise the second and third classes in as far as white passengers are concerned?—A. Out of a Canadian port?

Q. Yes.—A. As I said before, the passenger list that they have on the Canadian National would be 100 per cent white until they get to St. Kitts; then you pick up the coloured passenger.

Q. Well, out of Canadian ports the percentage would be practically 100—say, 90 per cent whites?—A. Yes.

By Mr. Neill:

Q. And you pick up local traffic down there from one island to another?—A. Yes.

By Mr. Isnor:

Q. Now, with regard to these West Indians—and I see some of them around the streets in Halifax—have any of them homes?—A. In the West Indies?

Q. No, in Halifax—in Canada?—A. Not one of them is maintaining any home in Canada.

Q. And do they live on board the boats, or do they live around the city?—A. They live aboard the boats. When they are fumigating the boats, quite naturally the Canadian National make provision for them in the immigration.

Q. These men of yours are all Nova Scotians?—A. Every one of those has to maintain families and are willing to lay down their lives for Canada.

MR. NEILL: These wages would include board, I suppose?

THE CHAIRMAN: I would think so.

Q. The wages mentioned on here include board, do they not?—A. They are employed, yes, sir. The amount there on each ship is set out there.

By Mr. Isnor:

Q. They get their meals in addition, do they?—A. Everything.

MR. ISNOR: Yes, in addition to board.

By Mr. Neill:

Q. What is the company's idea? Are West Indians cheaper to get?—A. Well, yes. As far as the conference I had with them, mostly in regard to that, in some cases unsatisfactory service as far as Canadians are concerned; and secondly, wages.

By Mr. Isnor:

Q. You made a very fair statement, or your union did, in reference to replacement. You do not ask for 100 per cent replacement?—A. By no means, no.

Q. Would you care to state what replacement should take place or could take place without interfering with the efficiency or the service?—A. Well, as far as the union is concerned, our union is willing to co-operate with the men working on those boats and also with the company, to be fair and considerate to the company. I would suggest, for instance 25 to 50 per cent in starting off, and gradually as our men get educated to the service and satisfactory to the company, of course we would like for them to give us about 10 per cent.

Q. 10 per cent increase, you mean?—A. Increase, yes, until we had up to about 70 per cent. Of course, I do not quite agree that 70 of the 100 per cent is Canadian, and we are willing to co-operate with the West Indian labour that is placed upon those boats in every state and form.

[Mr. Walter Johnson.]

By Mr. Neill:

Q. Is there any difficulty with regard to language with respect to second and third class passengers down south? Are the West Indians able to speak their language? Is there any difficulty in that regard?—A. Well, as far as the West Indians down there are concerned, they speak the English language and are very highly educated, as far as the common class is concerned. I do not know the laws of the country, but I believe it is compulsory for education down there.

The CHAIRMAN: I might say that the Bermuda Assembly has a certain number of coloured representatives. I remember when we were down at a meeting of the Empire Parliamentary Association a few years ago, we were in the Assembly. We saw that, of the members there, a certain percentage were coloured. Apparently they are very highly thought of there.

Mr. NEILL: Does the ordinary man in the street speak the language, the ordinary taxi-driver?

The CHAIRMAN: Well, they can speak some.

Mr. NEILL: Good English?

The CHAIRMAN: Well, yes—

WITNESS: Very good English.

By Mr. MacInnis:

Q. Mr. Johnson, are all the vessels mentioned in your brief, of the Canadian National Merchant Marine?—A. Those are the ships that they did not sell. There are only two that are not mentioned. They are the *Cathcart* and the *Cavalier*. Those are in the fruit trade.

Q. But are all those Canadian National ships?—A. Oh, yes, Canadian National ships.

Q. All of them?—A. Everyone of them.

The CHAIRMAN: At this point I might mention as the members of the committee will remember that certain information was required from the Canadian Steamships at a meeting or so ago. In discussing the matter with the Minister I told him that some of the members of the committee had the idea that the steamships were really subsidized 100 per cent by the Dominion government, and he did not seem to oppose that idea. He was quite willing that the information we wanted from the Canadian National Steamships should be forthcoming, and it is forthcoming.

By Mr. MacInnis:

Q. You are representing the Novo Scotia Seamen's Union, which you state is coloured. Is there a seamen's union of white seamen in Halifax?—A. Well, as far as the Nova Scotia Seamen's Union is concerned, it is not coloured. It is international, regardless of colour or creed. There is not any discrimination. In our organization we have white as well as coloured.

By the Chairman:

Q. A combination of colours?—A. A combination of colours. There is not much discrimination in the province of Nova Scotia. We are all like one big family down there.

Mr. ISNOR: I think it is only fair, in answer to Mr. MacInnis, to say that this Nova Scotia Seamen's Union is not coloured.

Mr. MACINNIS: Well, I think the statement was made that it was coloured. That is the reason I asked.

Mr. REID: In the brief it was.

Mr. ISNOR: Possibly I made that mistake. But the correct name is the Nova Scotia Seamen's Union.

Mr. NEILL: It has in it both white and coloured.

Mr. ISNOR: Yes. They do not draw the colour line.

By Mr. MacInnis:

Q. Do you know the total number of crew on all these ships mentioned?—A. It says here the total is 154.

Q. One hundred and fifty-four on all the ships?—A. The *Somers*, *Rodney*, *Cathcart* and the *Cavalier*. But for the other three the total would be approximately 300.

Q. About 300?—A. Yes.

Q. How many of those are white at the present time?—A. Only on the three local boats, the *Nelson*, *Drake* and *Hawkins*.

Q. There are how many on those boats? How many whites are there employed on those boats?—A. Well, approximately, I think it is 40.

By Mr. Neill:

Q. Is that including the deck crew?—A. Oh, no, only in the stores department.

By the Chairman:

Q. We did not have an answer given when Dr. Howden mentioned 300 a little while ago and I asked you the same question?—A. Yes.

Q. You said 11 out of 300. Was that not the answer given then?—A. From our organization.

Q. Oh, I see. From your organization.—A. From our organization.

Mr. ISNOR: Yes. I think that is so.

Mr. REID: You had better make that point clear, because some of us might get the wrong impression.

By Mr. Reid:

Q. In speaking about the numbers, you were speaking about the number of your own organization.—A. Of our own organization.

Q. Mr. MacInnis is asking you how many of the total were employed in the ships.

Mr. MACINNIS: Yes.

WITNESS That is West Indians?

Mr. REID: He wants to have the total on the ships.

Mr. MACINNIS: Of the crew.

By Mr. Reid:

Q. What is the total number employed?—A. That is, West Indians?—A. I can give you that. As I said before, 300 West Indians.

By Mr. MacInnis:

Q. Three hundred West Indians?—A. Yes, West Indians.

Q. What proportion of the crew would 300 be?—Would there be another 300 of white or coloured Canadians?—A. Well, no. The coloured Canadians is only a portion of 11, as I said before, taken from our organization.

Q. How many whites?—A. How many whites?

[Mr. Walter Johnson.]

By Mr. Howden:

Q. Altogether?—A. On the *Drake*, *Nelson* and *Hawkins*, in the stores department, there is only 30 to 40.

By Mr. MacInnis:

Q. Thirty to 40?—A. Yes.

Q. And the deck crew and engine crew are coloured West Indians?—A. The deck crew is not coloured. They are white. I am not speaking on behalf of the deck crew.

Q. You are speaking on behalf of the stewards?—A. And firemen.

MR. MACINNIS: Oh, yes. Now I understand you.

By the Chairman:

Q. Are all the stewards white?—A. Are all the stewards white?

Q. Yes?—A. No, sir.

THE CHAIRMAN: I think Mr. MacInnis got the idea that all the stewards were white. The witness says they are not.

MR. MACINNIS: No.

WITNESS: On these three boats, as I said before, there are 30 on some, and 40 on the others, and the remainder are coloured West Indians. They are mixed.

By Mr. MacInnis:

Q. The first class stewards are West Indians and the cooks are white?—A. Yes. That is all through those boats. On the *Rodney* and *Somers* are all first class and second class, all West Indians. There is not any whites.

By Mr. Neill:

Q. Just the *Nelson*, *Hawkins* and *Drake* have white stewards employed?—A. Yes.

Q. What about the deck crew?—A. They are white.

Q. Is there any trouble with them?—Do they get along all right with the others?—A. They never did have any trouble with the white Canadians that they have sent down there.

Q. They are white Canadians?—A. They are white Canadians, some. Well, they are carried on board, anyhow; and they hire extra help such as labourers, and they do deck work down in the West Indies, a total of about 14 on each boat.

MR. NEILL: It seems to me if they can have a white deck crew, they could have white stewards.

Q. Mr. Johnston, in connection with the Lady boats, I think Mr. MacInnis wanted to know what was the total crew. If I remember rightly it was about 350, taking in the officers and the complete crew?—A. No, there would not be 350.

Q. I am speaking of the complete crew?—A. The complete, no, sir, because I know when they were fumigating the ships I have been cooking meals for them, and I think they total 110.

Q. 110 for each boat?—A. Yes, for each boat.

Q. There are three of them, are there not?—A. There are five Lady boats.

Q. But three in Halifax?—A. In Halifax, yes.

Q. That would bring it in Halifax to about what I said?—A. 350.

Q. Roughly speaking on the three boats?—A. Yes, that would be about right.

MR. ISNOR: Does that make it clear, Mr. MacInnis?

MR. NEILL: Does that include the deck crews.

MR. ISNOR: That is the complete crew. If you want a subdivision of the coloured and the white, we can quite easily get that.

WITNESS: We can give you that.

Mr. MACINNIS: I think you could get that better from the company.

The CHAIRMAN: Is there anything further, Mr. Isnor?

Mr. NEILL: Is the company going to appear?

Mr. MACINNIS: Even if they do not, we can get that information.

By Mr. Isnor:

Q. Mr. Johnson, one of your main points is that you feel that as these boats are subsidized from the Treasury of Canada they should employ a larger number of Canadians particularly in those positions to which you refer in your brief; that as there is something like \$123,000 being paid to West Indian crews it should rightly be paid to Nova Scotians so that they could spend it in Canada and help to relieve the unemployment situation to that extent?—A. That is our contention, yes, sir, because that sum of \$123,000, every nickel of it, providing they were taken not only from our organization, but from the unemployed seamen who are walking the public streets of Nova Scotia, would revert back here to the Dominion of Canada, and, of course, the Treasury would be receiving that money. I would also make the statement that even those who are employed buy cigarettes and so forth and the Government would derive revenue from that source. The West Indians get those cigarettes free of charge out of bond and they pay nothing to the Treasury of Canada.

By the Chairman:

Q. They buy them outside of Canada?—A. Yes, in bond, Canadian cigarettes.

By Mr. Howden:

Q. I would like to get these numbers straightened out. Now, witness, if all the West Indian coloured help were replaced by Canadian coloured labour how many men would you put to work?—A. That is not our contention, to replace all the West Indians.

Q. But I want to know if you did replace them?—A. If we did replace them?

Q. Yes. In other words, how many coloured West Indians are there working on those boats who could be replaced?—A. By Canadians?

Q. Canadian coloured help?—A. That would be the total I gave before, 150 at least.

Q. 150?—A. 150.

Q. That would be, roughly, the outside figure?—A. Yes, sir. Of course, quite naturally you would have to keep a suitable crew of 25 ready for emergencies as these boys were getting off, the same thing they are doing now in the Island of Barbados and Demerara.

By Mr. Isnor:

Q. That would cover it all right. The crew is 381 on the *Drake*, *Nelson* and *Hawkins*, particularly applying to these positions. On the other two boats they average 18½, which would bring the amount up to about 150?—A. And then there is the shore staff. You would have to have that.

Mr. HOWDEN: That is all I want to know.

By Mr. Reid:

Q. Do these boats operate all the year round? Do they run every month in the year?—A. Yes, sir.

[Mr. Walter Johnson.]

By Mr. MacInnis:

Q. What is the difference between the wages paid to the West Indian coloured crews and the wages you would be asking for the Canadian coloured crews?—A. Well, we are willing to accept the same scale of wages that the West Indians are receiving at the present time. We do not believe in advocating such a thing as strikes. If the service was satisfactory, quite naturally we would want to negotiate with the company and bring the line of wages up in comparison to the line of other ships. I might say that at the present time those eleven men have been employed by the Canadian National Steamships on the West Indian scale of wages. That is three years ago, and we have not asked for any increase up to the present time.

Q. Then if you are not asking for any increase, the matter of wages would not enter into that question?—A. Not at the present time, no, sir, but at a future date, of course, quite naturally we might—

By the Chairman:

Q. Is the company aware of the fact that as far as your union is concerned, the matter of wages does not enter into the employment question at all?—A. Yes, sir, that was taken up in the House in 1934. In fact, I had it up before Major Andrew Allen, the general manager, at Ottawa.

By Mr. Isnor:

Q. At Montreal or Ottawa?—A. At Montreal that was taken up. It was simply looking for employment for the unemployed seamen to get them off the public streets.

By the Chairman:

Q. You think the company is fully aware of the fact that you will take the same wages as the other people?—A. Well, that was the last management. They have a new management now, and as we made that statement in negotiating with Major Andrew Allen, the men employed have accepted the same scale of wages that the West Indians were getting which has been satisfactory for at least three years.

By Mr. MacInnis:

Q. I think it should be made clear that your brief states that you would be willing to accept that for the present?—A. For the present, yes, sir.

Q. But reserving the right to ask for an increase?—A. If the service proves satisfactory to the company.

By the Chairman:

Q. And in connection with an increase in wages, you would be willing to negotiate with the company?—A. In every shape and form.

By Mr. Neill:

Q. Can your organization supply efficient and competent men at all times?—A. Well, I do not wish to go to work and exaggerate on that. We are willing, if the change is to be made, to go to work with qualified and efficient men—

By Mr. Isnor:

Q. Yes, but it goes a little further* than that. That question has been answered, and the contention has been made as far as the Pacific is concerned that the men are not available?—A. Yes, sir.

Q. For certain work. There is no question in your mind but that you could in a short time, perhaps to-morrow, provide the necessary men to make these replacements?—A. To make these replacements.

By Mr. Reid:

Q. Mr. Johnson, if one of these boats wanted a man in the West Indies, and they were engaging a man from the West Indies, would they engage an experienced man or one without experience?—A. In the West Indies?

Q. Yes. Supposing they were engaging a man to fill a position on the boat at the West Indies, would they take a man with experience or would they take anyone that came along?—A. That has been proven in regard to the Prince boats when they went into operation. In regard to hiring help in the West Indies the Canadian National find it very hard to secure practical men because there are only two or three men that they require, and they will take any man—and men are like the sands on the beach down there—and those men are educated by those with experience on the boats. Nine out of ten men are usually sea-sick for the first two or three days on the boat, but they are covered up by the West Indians with experience on those ships.

Mr. NEILL: They stick together.

By Mr. Isnor:

Q. When you were reading your brief you stopped and interjected a thought about one particular case that happened a short while ago, and I said you had better go on with your brief at that time. If I remember rightly there was a man engaged about six weeks or two months ago who was a West Indian, and the company could have taken on a Nova Scotian?—A. Is that the case I was speaking of where they made the change with the white boy?

Q. No, about six weeks ago I remember receiving a letter and showing it to the Minister of Labour stating that you had a large number of unemployed coloured men able to do this work and the company took on a West Indian?—

A. Yes. In regard to making application for employment of these men, a boat came into Halifax—there was a verbal agreement between the company and the Union officials at Halifax—and they required one particular man. At that time there was a vacancy and I went to the superintendent of engineers, Mr. Jarvis, and stated that I had a returned man in mind who had gone over in the same battalion and had had about ten years' service in the Canadian National, and asked Mr. Jarvis if he would place this man. Mr. Jarvis told me frankly that he was taking on this particular man who is domiciled in the West Indies, and who is not a Canadian, and as the result the Canadian from my own organization is walking the streets of Halifax at the present time.

By Mr. Reid:

Q. Your man was not satisfactory to the company?—A. He is a man with practical experience, and although he is a returned man the company took on a West Indian in preference to him.

By Mr. Neill:

Q. A West Indian who happened to be at a loose end in Halifax? They picked up this West Indian in Halifax?—A. No; he happened to be in Montreal and was told to get to Halifax to meet the ship, because one particular man would be short. He arrived in Halifax at the time the ship arrived, and I asked the superintendent of engineers to take on a Canadian returned man, but up comes this West Indian and the superintendent of engineers took him on in place of the Canadian returned man.

[Mr. Walter Johnson.]

By Mr. Isnor:

Q. You feel that if the officials at Halifax were inclined to be friendly to your organization they would have placed your Canadian returned man in preference to the West Indian?—A. Yes, sir.

By the Chairman:

Q. You think that is unfair discrimination?—A. Yes, sir.

Mrs. BLACK: Are we going to hear from representatives of the Canadian National in regard to this matter?

The CHAIRMAN: They are giving us the information we asked for. I do not think they want to appear before the committee.

Mr. Johnson, the members of the committee would like to thank you for your submission.

Mr. ISNOR: I think it should go on record in the formal way.

Mrs. BLACK: I move a vote of thanks to Mr. Johnson for his submission.

Mr. MACKENZIE: I second the motion.

The CHAIRMAN: It has been moved by Mrs. Black, seconded by Mr. MacKenzie, that a very hearty vote of thanks be tendered to Mr. Johnson for the submission he has made this morning. (Carried.)

Witness discharged.

The CHAIRMAN: What about this submission from Mr. J. J. Kinley of Lunenburg?

Mr. HOWDEN: We have time enough now to hear it.

The CHAIRMAN: Then the secretary will read Mr. Kinley's submission.

The SECRETARY: The submission is dated February 27, 1936, and reads:—

Mr. Speaker:—

I desire to express approval of the general intent of the resolution before the House. To my mind, however, it is hardly desirable to draw the colour line when dealing with Canadian citizens in a matter of this kind. The purpose of the Honourable Member who moved the resolution ought to be accomplished without the elimination of any Canadian citizens.

Mr. NEILL: Is not that a speech made in the House?

The CHAIRMAN: Not as I understand it.

The SECRETARY:

I should like to go much further than the resolution and differentiate as between the coasting trade and the foreign trade. In the coasting trade I would endeavour to confine it to our nationals of Canada and the ships of Canadian registry and in the foreign trade there should be a fair percentage of Canadian citizens on all vessels where a construction or operating subsidy has been granted.

The other night the Right Honourable Leader of the opposition in speaking on a matter similar to this, said in effect that the British Commonwealth Merchant Shipping Agreement was eminently in the interest of Canada. This Agreement under Part IV, Articles 10 and 11, has taken away from Canada the rights and privileges that were intended under the Statute of Westminster. Section 93 of the report of the Imperial Conference of 1929 would indicate that. It says as follows:

The SECRETARY: Then something appears to be stricken out.

The CHAIRMAN: I think that part should go into the record—should belong to the submission.

Mr. MacKENZIE: Did he make that speech in the House?

Mr. REID: I do not know.

The SECRETARY: This portion is stricken out.

The CHAIRMAN: I know; but I read the submission and I do not think Mr. Kinley meant that portion to be struck out. Anyway, there is nothing wrong with it and it belongs to the submission, so I think you should read it.

Mr. MacKENZIE: Could we not have Mr. Kinley at the next meeting?

The CHAIRMAN: I do not think so. At the next meeting we are to hear a submission from three men speaking on behalf of the Japanese.

The SECRETARY:—

The new position will be that each Dominion will, amongst its other powers, have full and complete legislative authority over *all* ships while within its territorial waters or engaged in its coasting trade; and also over its *own* registered ships both intra-territorially and extra-territorially. Such extra-territorial legislation will, of course, operate subject to local laws while the ship is within another jurisdiction.

Then Sections 94 and 95 go on to speak of agreements, which opened the way for the "British Commonwealth Shipping Agreement." Many sections of this agreement contain nothing to which we could take any great exception, but "Part IV Equal Treatment" neutralizes all that Section 93 concedes. This Agreement was signed at London on the 10th of December, 1931.

Now with reference to the interests of Canada. What possible interest of Canada can be preserved or helped by Article II of Part 5, which obliges us to share our coasting trade with other parts of the British Empire; and while there may be some benefits from Article 10, I cannot see that it is in the interest of Canada, unless it may have been a contributing factor in the making of the British Empire Trade Agreement—and that would open up another subject.

The preamble to the resolution sets out that other countries give greater consideration to the employment of their own nationals on jobs and vessels belonging to their own country.

In this regard I hold in my hand an extract from Bill S. 3501, January 6th, 1936, introduced by Mr. Copeland which was read twice and reported to the Committee of Commerce in the United States Senate; and this would indicate what the United States considers necessary for the development and sustaining of her shipping trade.

In the past a great many Canadians went to sea from the United States ports and the Gloucester fishing fleet was largely made up of Canadians. If the above laws goes into effect, in addition to the unemployed sailors we have in Nova Scotia at the present time, we will likely have others on our hands.

I am told that in Australia before any ship not registered in Australia can get a licence to operate in the Coasting Trade, conclusive proof must be furnished to the Government that an Australian ship of the class fit to perform the service intended, cannot be procured; then the Minister of Revenue is permitted to licence a British ship under the conditions above described.

Getting back to Nova Scotia—I am advised by a letter from the Secretary of the Association of Marine Engineers of Canada that in the spring of 1930 certain ships in the Maritime Provinces were handed over to be operated by Watts, Watts & Company. A delegation came to Ottawa to protest this course and after considerable deliberation a ruling was received from the Department of Immigration that, in the face of P.C. 1413 (prohibiting contract Labour)

we could deport every non-Canadian brought to our shores for service on board these ships, because while registered in Canada they were a part of Canada. I am further told that just as soon as this ruling was given the ships were all re-registered in London.

In 1932 it appeared the deal with Watts, Watts & Company was not satisfactory and the corporation again took over the management of a number of the ships which they formerly owned, but left the registry still in London so that they could employ old countrymen and still keep English rates of pay, which I am sure you know are not in keeping with Canadian rates.

And the National Association of Marine Engineers of Canada have submitted to me an itemized statement showing the loss to Canadian industry and ships' crews by the transferring to London registry of these ships an amount of about \$400,000 per annum. Something should be done to remedy this state of affairs as it is an unjust imposition on our Canadian seamen and merchants and it is to be hoped that efforts will immediately be made—and they should be made—to at least eliminate Article 2 of Part 5 from the British Commonwealth Merchant Shipping Agreement.

This has long been a matter of concern to the Department of Marine and Fisheries and in the memoranda and correspondence bearing on the validity of existing Canadian legislation in 1925 I find the following:—

The right to legislate in the matter of merchant shipping cannot be obtained merely by the asserting of it. Certain provisions of the Merchant Shipping Act will have to be amended or repealed before Canada will be free in this regard. That can only be brought about by action on the part of the Imperial Government.

In 1911 the Honourable Mr. Brodeur, Minister of Fisheries in Canada, went to England and at that time he told the Imperial authorities that he wanted a special Act to deal with the Canadian coasting trade. Nothing was apparently done, however, until the passing of the Statute of Westminster; and now we are back just where we were before.

I listened with interest to the report of the Minister of Labour on unemployment and that the Canadian National Railways and the Canadian Pacific Railways would co-operate so as to employ a large number of men. May I hope and suggest that this co-operation extend to the Canadian National Steamships and the Canadian Pacific Steamships. Our boys in the Maritimes are not so much concerned about the rate of wages. They are more anxious about an opportunity to work. Up to the present time not one citizen of my constituency has been obliged to submit to indignity of direct relief money, but I fear for the future unless definite and intelligent action is taken on their behalf.

I am sure we all agree that it is important for Canada that we sustain upon the Atlantic and the Pacific sea-coast a virile and competent class of seafaring men.

(Sgd.) J. J. KINLEY.

The CHAIRMAN: That concludes all we have this morning. Our next meeting is set for May 22nd, when we shall have the Japanese submission.

Mr. NEILL: How many men are coming?

The CHAIRMAN: Three.

Mr. NEILL: From the Pacific?

The CHAIRMAN: Yes. We shall therefore adjourn at the call of the chair.

The committee adjourned at 12.45 p.m. to meet again at the call of the chair.

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Canada Industrial and International
Relations Committee 1936

SESSION 1936

HOUSE OF COMMONS

STANDING COMMITTEE

ON

INDUSTRIAL AND INTERNATIONAL RELATIONS

MINUTES OF PROCEEDINGS AND EVIDENCE

(AND THIRD REPORT)

(The Employment of Greater Numbers of Canadian Citizens on
Canadian Subsidized Ships)

No. 7—JUNE 12, 1936

REPORT



OTTAWA
J. O. PATENAUDE, I.S.O.
PRINTER TO THE KING'S MOST EXCELLENT MAJESTY
1936

MINUTES OF PROCEEDINGS

FRIDAY, June 12, 1936.

The Standing Committee on Industrial Relations met this day at 11 a.m. The Chairman, Mr. C. R. McIntosh, presided.

Members present: Messrs. Black (Mrs.), Church, Deslauriers, Hartigan, Howden, Isnor, MacInnis, MacNicol, McIntosh, Neill, Perras.

The Chairman requested the clerk to read into the record a number of letters and telegrams received since the previous meeting.

Ordered,—That the clerk print in the record all the letters read, together with the telegrams and list of names attached thereto.

The Committee then considered *in camera* a draft report presented by the sub-Committee.

The Committee considered the report clause by clause.

On motion of Mr. Isnor it was unanimously

Resolved, that the following be the Third Report of the Committee to the House:

THIRD REPORT

FRIDAY, June 12, 1936.

THIRD REPORT

Your Committee has had under consideration a resolution referred to it by the House on February 27, 1936 (*viz.*) that the question of the employment of Canadian citizens on ships and vessels, the owners or charterers of which receive moneys from the Public Treasury of Canada, be referred to the Standing Committee on Industrial and International Relations.

Your Committee held numerous sittings and heard the following witnesses on the subject matter of the resolution:—

Mr. F. E. Bawden, Director of Steamship Subsidies to Department of Trade and Commerce, Ottawa.

Mr. F. H. Clendenning, President of the Empire Shipping Board, Vancouver, B.C., representing the Vancouver Merchants' Exchange, the Vancouver Board of Trade and the Vancouver Chamber of Shipping; also the British Columbia Division of the Canadian Manufacturers' Association.

Mr. Charles Patrick O'Donovan, President of Canadian Amalgamated Association of Seamen, Vancouver, B.C.

Mr. Walter Johnson, President of the Nova Scotia Seamen's Union, Halifax, N.S.

Mr. E. P. Flintoft, K.C., General Counsel for the Canadian Pacific Railway Company.

Capt. Edmund Aikman, R.N.R., General Superintendent Pacific Service, Canadian Pacific Railway Company.

Submissions were also received from the following interests:—

- The Shipping Federation of Canada.
- The Vancouver Merchants' Exchange.
- The Canadian Manufacturers' Association.
- The Congress of Canadian Organizations.
- The Consul General of China (through Department of External Affairs).
- The Executive Board of Seafarers' Industrial Union, Vancouver, B.C.

Your Committee also obtained information from the following shipping interests:—

- The Silver Java Line.
- The Union Steamship Line.
- Canadian National (West Indies) Steamships, Limited.

The information received from these was with regard to the wages paid by them and the difference in the cost of feeding Orientals and other crews. Further information was obtained from the Shipping Master of the Port of Vancouver relative to deep-seamen available at that Port for service.

After consideration of the evidence presented to it, your Committee finds as follows:—

Re: Ships on the Atlantic Coast

The evidence concerning the employment of Canadian Seamen on Ships, receiving moneys paid from the Treasury of Canada, discloses:—

1. In a statement submitted by the Canadian National Steamships (West Indies) Limited, it was shown that, while no Orientals were employed, and all, with one exception, were British subjects, it is only right that it should be pointed out in this connection that, out of 793 men employed as shown on the list, 365 were not Canadian citizens. This means that 46 per cent of those employed were other than Canadians. It is also pointed out in the same statement that, while 428 British Whites are domiciled in Canada, the others are not, which means a big loss financially to Canada.
2. That the statement, as presented by the Canadian National Steamships, discloses an exceptionally large number of employees who, while British subjects, are not considered Canadian citizens as coming within the meaning as considered under the terms of the resolution before the Committee.
3. That a large number of natives from the West Indies are employed in the Steward's and Firemen's Departments on the Canadian National Steamships (West Indies) Limited, boats.
4. That the contention expressed by the President of the Nova Scotia Seamen's Union, that a greater number of Canadians should be employed, is reasonable and well set out in the brief submitted.
5. Nothing submitted would lead the Committee to believe that the employment of Canadian citizens would in any way lessen the efficiency of the service.
6. It is pointed out that, not only could the service be as economically performed, but that, by the employment of a greater number of Canadians, it would be of direct financial benefit to Canada in as much as the moneys paid in wages would be expended in Canada.

Recommendation

In view of the above and other reasons presented, it is respectfully recommended that, in so far as the Atlantic Coast is concerned, the Canadian National Steamships Limited be advised that it is not suggested nor desirable to change

the general set-up of the Officers and Engineers in so far as Canadians are concerned, but that this Company be requested to employ a greater number of Canadian citizens, particularly as applying to positions in connection with the Steward's and Firemen's Departments, and your Committee recommends that at least 50 per cent of those employed in these two departments be Canadian citizens, domiciled in Canada.

Re: Ships on the Pacific Coast

Evidence presented to your Committee, inquiring into the alleged undue employment of Oriental and non-Canadian labour on board ships subsidized by the Government of Canada reveals the following conditions:

On the Canadian West Coast, shipping roughly divides itself into three types:—

1. Coast-wise.
2. Shipping to the Antipodes.
3. Trade with the Orient.

1. As regards coast-wise shipping, the work is done by Canadians mainly, and there is no issue.
2. Shipping to Australia and the Antipodes is carried on by the Canadian/Australian Line. This Company, which receives an annual subsidy of \$300,000 from the Canadian Government, employs but eight Canadians in the crews of 510 men.
3. Oriental Shipping: the third type is chiefly carried on by the Empress boats of the Canadian Pacific Railway trans-Pacific service. These ships receive a substantial subsidy from the Government. The total number of men employed to man them is 2,033, of whom 265 are white British, engaged as officers and engineers. The remaining 1,768 are Chinese, comprising 277 deck-hands, 558 in the engine-room, and 933 victuallers. It is claimed by the Company that, as much of their passenger trade, namely 67 per cent, through and local, is Oriental, this type of labour is not only cheaper, but infinitely more satisfactory than white labour, since the latter could not be gotten to cater to Oriental passengers on the one hand, or mix with Oriental labour on the other. It is moreover claimed by the Company that the service is now supplied at a serious yearly loss, and that the extra cost involved in the substitution of Canadians for Orientals would make the service practically impossible of operation.

Your Committee Therefore Recommends:

1. That, in view of the substantial subsidy granted yearly to the Canadian-Australian Line by Canada, the small number of Canadians employed in its service be brought to the attention of the Company, and that they be requested to afford Canadian seamen a reasonable degree of employment at the earliest possible convenience.
2. That, as up to the year 1913 the decks of the Empress boats were manned by white seamen, and inasmuch as the deck service is an important and responsible branch of the work in these boats, the Canadian Pacific Railway Company be requested to replace the Orientals now so employed by Canadian seamen, and that this change be made at the Company's earliest opportunity.

A copy of the Minutes of Proceedings and Evidence on which this Report is based is tabled herewith.

All of which is respectfully submitted.

Mr. MacNicol moved, seconded by Mr. Isnor, that the thanks of the Committee be given to the Chairman, Mr. C. R. McIntosh, for the courteous and efficient manner in which the work of the Committee had been conducted. Both members said it had been a pleasure to be associated with the Committee and thanked Mr. McIntosh for the consideration shown to them, the patience and broad-mindedness with which he had considered the representations of all members of the Committee.

Adopted unanimously.

The Chairman thanked the members for their vote of thanks and said it had been just as great a pleasure for him to be their Chairman and to receive such wholehearted co-operation as they had given him.

The Committee then adjourned to meet again at the call of the chair.

WALTER HILL,
Clerk of the Committee.

MONDAY, June 15, 1936.

The Standing Committee on Industrial and International Relations begs leave to present the following as a

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2. That the statement, as presented by the Canadian National Steamships, discloses an exceptionally large number of employees who, while British subjects, are not considered Canadian citizens as coming within the meaning as considered under the terms of the resolution before the Committee.
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A copy of the Minutes of Proceedings and Evidence on which this Report is based is tabled herewith.

All of which is respectfully submitted.

C. R. McINTOSH,
Chairman.

MINUTES OF EVIDENCE

HOUSE OF COMMONS, ROOM 429,

June 12, 1936.

The Standing Committee on Industrial and International Relations met this day at 11 o'clock, the chairman, Mr. McIntosh, presided.

The CHAIRMAN: There are several items upon which the committee should pronounce before we go into camera to consider our final report. I have a letter from the Deputy Minister of Railways, Mr. Smart, enclosing a letter from the Chairman of the Board of Trustees of the Canadian National Railways, dealing with our submission and another letter from Mr. Smart conveying the information that the West Indian governments subsidize the Canadian National (West Indies) Steamships Ltd. to the extent of £45,500 per year. That has to do, as I have said, with the C.N.R. Steamship Lines, Limited.

Mr. ISNOR: What is the date of that letter?

The CHAIRMAN: The first letter from Mr. Fullerton is dated May 27, 1936. Mr. Smart's covering letter is dated June 1, and the second letter from Mr. Smart on the steamship subsidy is dated May 11, 1936.

Mr. HOWDEN: I move that we kill as we go, and let the clerk read these letters to the committee. We do not know much about them.

The CHAIRMAN: Very well. If that is agreed, I will ask the clerk to read the three letters.

Mr. NEILL: Have we not had a meeting since May 11?

The CHAIRMAN: No. We did not have a quorum at our last meeting. There turned out to be no need of another meeting.

(Clerk reads.)

DEPUTY MINISTER OF RAILWAYS AND CANALS

OTTAWA, CANADA

June 1, 1936.

Dear Sir,—Enclosed you will find a letter I received from the Chairman of the Trustees, in connection with the investigation which you have been holding with regard to the employment of coloured West Indian help on the Canadian National Steamships. I wrote you previously about this matter on May 11th.

Yours faithfully,

V. I. SMART,
Deputy Minister.

C. R. McINTOSH, Esq., M.P.,
House of Commons,
Ottawa, Ont.
Encl.

CANADIAN NATIONAL RAILWAYS

OFFICE OF THE TRUSTEES

Hon. C. P. Fullerton, K.C., Chairman
F. K. Morrow
J. Edouard Labelle, K.C.

MONTREAL, Que., May 27th, 1936.

Dear Mr. SMART,—I beg to acknowledge receipt of your letter of May 11th, enclosing a submission made by the Nova Scotia Seamen's Union to the Com-

mittee on Industrial and International Relations, together with an analysis of wages paid to West Indians, which I return herewith.

This matter had not previously come to my attention but upon inquiries I find that following receipt of a telephone call from Mr. Walter Hill, Clerk of the Committee on Industrial and International Relations, Ottawa, the General Manager of the Canadian National Steamships furnished a list of the crews carried on our vessels and stated that all were *British subjects* with one exception, and that no Orientals were employed. It is possible that this is the submission to which you refer.

Ever since the inauguration of our West Indies service it has been the policy of the Canadian National Steamships to employ a certain number of West Indians on our ships, a practice which was also followed by Royal Mail Steam Packet Company, who previously held the contract to operate this service. It must be borne in mind that the various Governments in the British West Indies, Bermuda, British Guiana and British Honduras, contribute substantial amounts by way of subsidy to this service and they have always contended that a certain number of citizens of these contributing Countries, who, of course, are British subjects, should be employed on the subsidized vessels.

So far as the Nova Scotia Seamen's Union is concerned it is reported that but few of their members are *experienced* seamen and considerable trouble has been encountered in the past with *inexperienced* help. In 1930, with a desire to assist the unemployment situation, white crews were employed on some of these vessels in place of West Indians but the experiment was not a successful one. The new crews were generally unsuitable because of inexperience for such a service and after completing a round trip many of them found conditions ashore more congenial than a life at sea in tropical waters and left the service.

It will be appreciated that if our West Indies service is to be operated efficiently, economically and in such a way as to give satisfaction to those who patronize our ships, the management must be free to man the vessels with British subjects who by *experience* and *adaptability* are considered suitable for the work. In pursuing this policy there is, of course, no reason why members of the Nova Scotia Seamen's Union should not be considered for such work as may be available. Indeed some members of this organization are already employed in the Engine and Stewards Department of the freight steamer "*Cornwallis*."

Yours faithfully,

C. P. FULLERTON,

Chairman.

V. I. SMART, Esq.,

Deputy Minister of Railways & Canals,
Ottawa, Ontario.

DEPUTY MINISTER OF RAILWAYS AND CANALS

OTTAWA, CANADA

May 11, 1936.

DEAR MR. MCINTOSH,—I understand that a submission has been made to your committee this morning by the Nova Scotia Seamen's Union in connection with the employment of alien West Indians on the ships of the Canadian National Steamships Limited, and the claim that on account of the Government of Canada paying the deficit on these ships, which is equivalent to a subsidy, the coloured help should be taken from coloured men born in Canada, and members of this Union.

I would like to call your attention to the fact that, in addition to the contribution granted by the Dominion Government, the West Indian Governments also subsidize these ships to the extent of £45,500 per annum, and that we have

previously had complaints from the West Indies that a certain number of their nationals should be employed on these ships, as the Islands are contributing in the way of subsidy.

Yours faithfully,

V. I. SMART,
Deputy Minister.

C. R. McINTOSH, Esq., M.P.,
Chairman, Committee on Industrial
and International Relations,
House of Commons,
Ottawa, Ont.

The CHAIRMAN: With these letters attended to, may I say, I have a covering letter here from Mr. R. S. White, M.P., enclosing one from Mr. Alfred Potter of Montreal, which deals with practically the same question as that dealt with in the letters which the clerk has read.

Mr. ISNOR: Are you going to make a record of an individual letter? You are dealing with one individual and, possibly, he may be an employee at the present time.

The CHAIRMAN: It would be better were these documents to come from organizations.

Mr. ISNOR: Yes, certainly. That point was decided at our first meeting.

Mr. MacNICOL: Who is this man?

The CHAIRMAN: Mr. White is putting forward the point of view of the West Indian representatives on the steamship service between Halifax and other Canadian ports and the West Indies, and Mr. Potter's letter deals with that subject.

Mr. HOWDEN: But he has no credentials to show that he is representing the West Indians.

The CHAIRMAN: Mr. Isnor thinks he is just an individual and, therefore, we should not pay any attention to his letter. Mr. White has passed the letter on to me and, I think, Mr. White wants it brought before the committee.

Mr. HARTIGAN: Have it read but not incorporated in the record. I move that the letter be not included in the evidence.

Mr. ISNOR: It seems peculiar that Mr. Fullerton was not advised by his steamship officials in connection with this matter, as the first meeting was held on March 13th and his letter is dated May 27. If he had made this statement earlier, as he should have, I could have placed before the committee certain facts to offset some of the statements contained in this letter. May I deal with one statement. He is dealing with the colour question, and he goes into an experiment which they tried with a white crew which had no direct bearing on the matter placed before us by Mr. Johnston. It was a trial trip composed of a certain number—as I remember of four Canadian National railway employees recruited largely from unemployed waiters. I quite agree that, possibly, it did not turn out in a satisfactory manner; but there is no comparison between that and the case presented by Walter Johnston, representing Nova Scotia seamen. They are well qualified and can carry on the work in as efficient a manner as the West Indian.

The CHAIRMAN: Yes. I think we have had all the arguments put forward by Mr. Fullerton before the committee, and I think we took them into consideration. Apart from the fact that it should be on the record, I do not think there is anything new about this statement. It would appear as though the statement is rather second hand, and Mr. Fullerton cannot have had time to investigate the matter fully before he wrote this letter, and apparently he has been advised by his office help in regard to it.

Mr. ISNOR: In the letter reference is made to British employees. Those British employees, I think, are composed very largely of West Indians.

The CHAIRMAN: West Indian British.

Mr. ISNOR: Yes, 364. We were not dealing with that question. It is a matter of Canadian citizens.

The CHAIRMAN: Yes. I think that is fairly clear to every member of the committee. The reference is clearly on that one particular point.

Next, I will ask the clerk to read some correspondence received from the Chinese Consulate General of Canada, with headquarters at Ottawa. It deals with the submission that they were to get for us, if you remember, from Hong Kong. Well, they did not get it. They find it impossible to get the information, and have sent along a submission to the Department of External Affairs which was forwarded to me as chairman of the committee. In regard to that submission there is a second letter dated May 20th, drawing attention to one mistake in the submission.

Mr. NEILL: Is this the second submission?

The CHAIRMAN: No, this is the first and only one. I will ask the clerk to read a letter addressed to me as chairman of this committee, dated May 11, 1936, and signed by Hsiki Chow, Consul General of China; also a letter from the Under Secretary of State to myself calling attention to a typographical error where "unfair indiscrimination" should have read "unfair discrimination." That letter is dated May 20, 1936; also a letter dated May 18, 1936, addressed to me from the Under Secretary of State for External Affairs enclosing a copy of a communication from the Chinese Consul-General; also a communication from the Chinese Consul-General at Ottawa to the Secretary of State for External Affairs dated May 13, 1936, and signed Hsiki Chow. This last communication contains a statement or list of statistics on trade reports.

(Clerk reads.)

CHINESE CONSULATE GENERAL

OTTAWA, CANADA

C. 6-194

May 11, 1936.

SIR,—I have the honour to confirm the conversation Mr. H. Y. Chen, Secretary of this Consulate-General, had with you last Saturday afternoon, May 9, 1936, in connection with representation on behalf of the Chinese seamen concerned in the question of "Employment of Canadian Citizens on Canadian Subsidized Ships" now under review of the Standing Committee on Industrial and International Relations.

I understand Mr. Chen made a tentative understanding with you that our brief on behalf of the said Chinese seamen shall be submitted for the consideration of your Committee on this coming 27th of May. In view of the fact that it is necessary for us to communicate with Vancouver and Hong Kong, I would like to have a little more time. Therefore, I beg to request if you would kindly change the date to Friday, May 29, 1936, instead.

I am looking forward, however, to the pleasure of seeing you before this date suggested in above.

C. R. McINTOSH, Esq., M.P.,
Chairman of the Standing Committee
on Industrial and International Relations,
The House of Commons,
Ottawa, Canada.

I have the honour to be,

Sir,

Your obedient servant,

HSIKI CHOW,
Consul General of China.

DEPARTMENT OF EXTERNAL AFFAIRS

CANADA

OTTAWA, 20th May, 1936.

DEAR SIR,—With reference to my letter of May 18, enclosing a communication from Mr. Chow, the Chinese Consul-General, regarding the employment of Chinese seamen on Canadian subsidized ships, I am asked by Mr. Chow to call to your attention a typographical error in the last paragraph of his letter; "*unfair indiscrimination*" should of course have read "*unfair discrimination*."

Yours sincerely,

O. D. SKELTON,
*Under-Secretary of State
for External Affairs.*

C. R. McINTOSH, Esquire, M.P.,
Chairman, Committee on Industrial
and International Relations,
House of Commons,
Ottawa.

DEPARTMENT OF EXTERNAL AFFAIRS

CANADA

OTTAWA, 18th May, 1936.

DEAR SIR,—I enclose a copy of a communication from the Chinese Consul-General, dated May 15, regarding the question of the employment of Chinese seamen on Canadian vessels, which has been receiving consideration by the Committee on Industrial and International Relations.

Yours sincerely,

O. D. SKELTON,
*Under-Secretary of State
for External Affairs.*

C. R. McINTOSH, Esquire, M.P.,
Chairman, Committee on Industrial
and International Relations,
House of Commons,
Ottawa.

CHINESE CONSULATE GENERAL

OTTAWA, CANADA

C. 6-197

May 15, 1936.

SIR,—I have the honour to write you concerning the question of Chinese seamen employed on Canadian subsidized ships which is now before the attention of the Standing Committee on Industrial and International Relations of the House of Commons, Ottawa, Canada.

In view of possible undesirable effects which any hasty decision may have on the trade relations between Canada and China, and in keeping with my desire to not only maintain the existing good relations but to promote even better and closer relations between the two countries, I have the honour and pleasure to enclose herewith for your perusal and consideration a brief memorandum containing statistics of imports and exports between Canada and China for the years 1931 to 1935 inclusive, and for January, 1936. You will note that the balance of trade has been in favour of Canada.

I wish to point out also that China has no Trans-Pacific liners calling at Canadian or American ports. Consequently, all her imports from Canada are being carried by Canadian or other foreign vessels. Furthermore, Canadian vessels also carry a considerable amount of the non-Canadian products being

imported into China from various foreign countries, which are being shipped via Vancouver and other North American ports.

Canadian vessels also have the benefit of inter-port shipping and passenger service between various Chinese ports on their routes. We have no figures at this office of the amount of inter-port shipping carried by Canadian ships as such ships are listed as British vessels in the statistics we have available here, but I can obtain such data for you from China if you so desire.

I note in the evidence submitted by Captain E. Aikman to the Committee above referred to that of the total number of passengers carried by six Canadian Pacific liners sailing from Vancouver to the Orient for the period from Sept. 7, 1935, to Nov. 16, 1935, 61·57 per cent of the through passengers of all classes were Orientals, 72·53 per cent of the inter-port passengers of all classes were Orientals, and of the total of through and inter-port passengers 67·05 per cent were Orientals. The evidence also showed that the Chinese seamen were well disciplined and efficient, and that they gave very excellent service, satisfactory to both passengers and employers.

It is apparent, therefore, that Chinese passengers, Chinese imports and exports, and Chinese inter-port shipping contribute considerably to the revenue of the Canadian shipping and transportation companies.

In view of the above and my desire to maintain and promote good-will upon which good trade relations depend, I sincerely hope that there will not be any unfair discrimination against the Chinese seamen whose case is being keenly and sympathetically followed by the Chinese people.

I have the honour to be,

Sir,

Your obedient servant,

HSIKI CHOW,
Consul-General of China.

The Secretary of State
for External Affairs,
Department of External Affairs,
Ottawa, Canada.

MEMORANDUM RE LETTER C.6197

For the Secretary of State for External Affairs, Canada

Canadian exports to China (value in Canadian currency):—

Total for the year	1931.. . . .	\$ 9,164,734
" " " "	1932.. . . .	5,937,375
" " " "	1933.. . . .	7,698,572
" " " "	1934.. . . .	5,465,572
" " " "	1935.. . . .	4,463,851

Total for the 5 years.. . . . \$32,730,104

Imports from China into Canada (value in Canadian currency):—

Total for the year	1931.. . . .	\$ 4,810,814
" " " "	1932.. . . .	3,725,558
" " " "	1933.. . . .	1,605,452
" " " "	1934.. . . .	2,330,559
" " " "	1935.. . . .	2,345,570

Total for the 5 years.. . . . \$14,817,953

The above figures are from the Trade of Canada, 1935, a publication of the Dominion Bureau of Statistics, Department of Trade and Commerce, Ottawa, Canada.

Total imports into China from Canada for the year 1935 (value in Chinese currency):—

\$20,415,625 (Chinese Dollar)

Total exports from China to Canada for the year 1935:—

\$14,198,271 (Chinese Dollar)

The above figures given in the Trade of China, 1935, published by the Statistical Department of the Inspectorate General of Customs, Chinese Maritime Customs.

Imports from Canada into China for the month of January, 1936:—

(\$1,080,292 (Chinese)

Exports to Canada from China for the month of January, 1936:—

\$682,894 (Chinese)

Excess of imports:—

\$397,398 (Chinese)

The above information are from the Chinese Economic Journal, published by the Bureau of Foreign Trade (Shanghai), of the Ministry of Industry, China.

OTTAWA, May 15, 1936.

(Sgd.) H. C.

Mr. HOWDEN: I move that the submission and correspondence be incorporated in the record.

(Carried.)

The CHAIRMAN: Further, I have a letter from Mr. Tom Reid, M.P., dated June 4, 1936, drawing my attention to a letter dated May 13, signed by Thomas E. Danniels, National Secretary of the Canadian Association of Seamen, and a further letter from the same association signed by Mr. Danniels dated May 9, 1936.

Mr. NEILL: Where are the letters from?

The CHAIRMAN: Mr. Danniels' letters are from Vancouver, 305 Lumbermen's Building. The two letters are followed by a list of men who are termed by the association as having sea experience and which they think have to do with the submission before the committee. There appears to be a thousand names on this list.

Mr. ISNOR: I move that the list be filed.

Mr. MACINNIS: These names ought to be filed. Mr. Danniels represents the same organization as Mr. O'Donovan.

The CHAIRMAN: We will consider the matter of this list later.

(Clerk reads.)

HOUSE OF COMMONS

CANADA

OTTAWA, June 4th, 1936.

Mr. CAMERON McINTOSH, M.P.,
Room 571,
House of Commons,
Ottawa.

My Dear Mr. McINTOSH,—Enclosed please find the two letters which accompanied the long list of names which I gave you.

Yours very sincerely,

T. REID.

Tom Reid,

Member for New Westminster.

Encls.

Copy.

THE CANADIAN ASSOCIATION OF SEAMEN

C. P. O'Donovan,
National President.

305 LUMBERMEN'S BUILDING,

VANCOUVER, B.C., May 13, 1936.

Mr. TOM REID, M.P.,
House of Commons,
Ottawa.

DEAR SIR,—We are enclosing herewith a completed list of the Deck department, also a list of the Stewards department. I wish to assure you that great pains have been taken to check on every name. In the first instance, we sent you the census of nearly all of the Association's unemployed seamen taken during 1933 and 1934. These figures do not represent by any means, the whole number of seamen in British Columbia. I may add, however, that the Association's office has been stormed during the last week with indignant seamen, and I may further add that we were not even acquainted with the vast majority of those who called to protest against the assertions made by representatives of the Canadian Pacific Steamships.

You can readily enough realize, without any additional evidence, from the list we have already submitted, that there are sufficient men in British Columbia to man not only the Empress liners, but a good many besides. We have made preparations, however, to compile other lists of various seamen who have responded to our appeal to report at this office. I may add that many of these seamen listed have told us of their experience in not only keeping up to the Oriental, but surpassing them in efficiency in the tropics. Needless to say, the majority of these men are on relief and have been for some considerable time past.

It was a great misfortune that during the last week the Association did not possess a movie camera to take pictures of the Chinese seamen lowering a life-boat and trying to row it in our harbour. One boat, to-day, nearly fell into the water and because several of our members loudly criticized the management of this particular boat, the C.P.R. police were sent for and they were told they were on C.P.R. property, and therefore would have to "move off."

Among the names on the list of the catering department, you will find one by the name of H. Robinson, residing at 2763 Cambridge Street. This man testifies that in 1925, when he was employed as a cook in one of the logging camps, the C.P.R. sent him two telegrams offering him a position as second cook aboard one of the Empress boats. As Mr. Robinson realized there was at this time a strike conducted by the Chinese crews, he wired back and asked if the job would be permanent, and received no reply.

Another man by the name of Gilbert Blair, an oiler, but at the present time employed as a Fireman, by the Pacific Coyle Navigation Company was also sent for, and yet this man who was formerly a member of our National Executive Board, and is still a member of the Association, declares that at no time has he worked aboard any ship operated by the Canadian Pacific Steamships, nor has he at any time applied for work there. He, like a good many more who have made similar statements, are at a loss to understand how the C.P.R. got hold of their names and addresses. It certainly was not through this Association, because we were not in existence at that time.

You will be pleased to learn that Mr. O'Donovan withdrew his resignation on the request of an emergency meeting. He is given leave of absence, and he will, as he told you in a recent letter, I believe, call to see you at Ottawa. We will appreciate it very much, Mr. Reid, if you could make arrangements for him to see the Minister of Marine, also the Minister of Labour, and not forgetting our old friend, the Hon. Ian Mackenzie.

Before concluding, I would like to point out to you that last year the Association held a life boat race in the Harbour of Vancouver and it was the first of its kind ever held in Canada. Mr. O'Donovan challenged the C.P.R. at that time to enter a Life boat from the Empress of Canada with Chinese crews, but they declined to do so. Capt. Holland, however, shore Superintendent for the Company, accepted the challenge and made up a crew of baggage masters and bridge messengers, who were, of course, mere boys and were quite unable to pull the boat. They came in last. Two Norwegian ships took away the honors. We are having a similar race this year in accordance with the Vancouver Jubilee, and Mayor McGeer has already given his patronage; but in view of the great depth of gratitude which seamen undoubtedly owe to you, our Association will be greatly honoured if you, too, would become one of the patrons of our race.

Yours sincerely,

CANADIAN ASSOCIATION OF SEAMEN,

Per: (Sgd.) THOS. E. DANIELS,
National Secretary.

Copy

THE CANADIAN ASSOCIATION OF SEAMEN

C. P. O'DONOVAN,
National President.

305 LUMBERMAN'S BLDG.,
509 RICHARDS STREET,
VANCOUVER, B.C.,
May 9th, 1936.

Mr. TOM REID, M.P.,
House of Commons,
Ottawa.

DEAR SIR,—We have rushed this particular list, which we herewith enclose, and I have to draw your attention to page seven or rather page eight, where the footnotes denote the abbreviations. We could not send this information by wire, therefore we are sending same by the quickest means possible—air-mail.

The enclosed list is by no means the last word on unemployed seamen. It is the census which we took in 1933 and 1934. Most of the men being out of employment for two and three years, and all experienced seamen. We are at this time compiling our list of unemployed seamen known to this Association, and which we will send in our next letter. We will be working on this over the weekend and you will find these figures will reach nearly one thousand men, residents of British Columbia.

With reference to the assertion of Capt. Aikman, that there are not enough men in B. C. to man his vessels, this to say the least, is ridiculous. We have gathered from information supplied by the Naval Veterans Club of this City that the membership thereof are highly indignant at the statement made by C.P.R. representatives, that there are not enough seamen in B. C. to man these ships, and moreover it is felt that this is but another added insult to our seafaring community. If indeed there are not enough men in British Columbia with the necessary experience, then surely there are enough between here and Eastern Canada, especially among our good Nova Scotia seamen.

Further reference has been made to this, as according to press reports, the finger of scorn is again pointed at our seamen by Capt. Aikman, during the so-called seamen's strike in this port, in which he declares that a scratch-crew which was taken aboard the S. S. "Niagara," proved unsatisfactory and disappointing. That statement is entirely false. On the occasion referred to, only two able-bodied seamen were taken from this Organization, and both were so satisfactory they were told they could come back at any time, and that was all

the seamen taken in the Deck Department, but eighteen stewards were employed, some among them being cooks, and only ten from this organization, every one of whom could boast of five to ten years' experience, and were told they were satisfactory, and some of them could have remained on the ships if they so desired. We warned the Company that they were taking men who would not prove satisfactory but they paid no attention to our warning. However, other particulars will follow. Please accept our sincere thanks.

Mr. O'Donovan sent you a letter informing you he would be leaving with a list of unemployed seamen. He wishes, however, to see the Minister of Marine and also yourself, and he will have other important data along with him.

Members of the B. C. White League have already got in touch with us, also the Congress of Canadian Organizations, and needless to say, they are highly indignant at the gross exaggeration made by the Canadian Pacific representatives. Capt. Aikman is certainly asking for that which he and his colleagues seemingly fear from the Chinese, namely, a boycott, because these organizations which I have referred to have a large following, and no doubt you will be hearing from them in the near future.

Mr. O'Donovan has to go to Moose Jaw and from there he will take a C.N. train to Ottawa. He should arrive in Moose Jaw on Saturday evening, and he will immediately wire you from there.

Yours sincerely,

CANADIAN ASSOCIATION OF SEAMEN

Per: (Signed) THOS. E. DANIELS,
Secretary Pro Tem.

The CHAIRMAN: Lastly the subcommittee sent two wires to Vancouver to check up on the number of men at Vancouver with deep sea experience. I think we had better have those wires extended in the record, and if so, I shall get them.

Mr. NEILL: To whom did you send the wires?

The CHAIRMAN: Mr. McGowan, shipping master, Vancouver. First of all, I have a letter here under date June 4, 1936, from the General Executive Assistant, Canadian Pacific Railway, Montreal, to myself which should be read first.

(Clerk reads.)

CANADIAN PACIFIC RAILWAY COMPANY

OFFICE OF THE GENERAL EXECUTIVE ASSISTANT

MONTREAL

OTTAWA, ONT., June 4, 1936.

Mr. C. R. McINTOSH, M.P.,
House of Commons,
Ottawa.

Dear Mr. McINTOSH,—Being rather puzzled over the advice sent to you by the Shipping Master at Vancouver, it being exactly opposite to the information given by Captain Aikman, I had a message sent to Captain Aikman reading as follows:—

Since hearing from you understand Shipping Master has telegraphed Chairman McIntosh there are 300 qualified seamen with deep sea experience now available Vancouver it is presumed in Ottawa that men referred to are presently unemployed and that they are white Canadian citizens.

and have his reply under date of the 2nd instant, reading as follows:—

Yours date Shipping Master has wired 300 unemployed Canadian seamen mentioned in his telegram cover all departments that he could not guarantee this number and has not a list of their addresses.

There is a further question whether the number of 300 mentioned by the Shipping Master are white Canadians.

You might care to get further information from the Shipping Master with respect to the whereabouts of the 300 and also ascertain if they are really Canadians.

Yours very truly,

J. O. APPS,

General Executive Assistant.

Mr. NEILL: This list of names which we were dealing with a moment ago ought to be on the record. The names and addresses are given and the years of experience and where they were born, and they say they took the trouble either to communicate or telephone before the list was sent in.

Mr. MACNICOL: Telephoning 1,100 people is a big job.

Mr. MACINNIS: If the list is the same as the one I have there are 927 names on it.

The CHAIRMAN: Leave that for the moment. We will deal with that again. With regard to the telegraphic correspondence. There is a telegram here to the shipping master at Vancouver signed by the Deputy Minister of Marine under date May 28, 1936. Then there is a telegram under date May 29, 1936, to myself signed by Mr. McGowan, shipping master, Vancouver. Then there is another telegram signed R. K. Smith, Deputy Minister of Marine, to A. McGowan, dated June 1, 1936, and a telegram addressed to Walter Hill, clerk of this committee, from J. A. McGowan, under date June 1, 1936. I will ask the clerk to read these into the record.

(Clerk reads.)

OTTAWA, May 28, 1936.

To the SHIPPING MASTER'S OFFICE,
Vancouver, B.C.

Please supply to Mr. C. R. McIntosh, M.P., the Chairman of the Industrial and International Relations Committee of the House of Commons at Ottawa, a list of the men with deepsea experience now available in Vancouver also the percentage that are Canadian citizens.

signed

Deputy Minister of Marine.

VANCOUVER, B.C., May 29th, 1936.

C. R. McINTOSH, M.P.,
Chairman Industrial Relations Committee,
House of Commons, Ottawa, Ont.

No list of Deepsea men now available in this office since the disposal of the CGMM ships. No call for Deepsea men other than for ships of British registry. Have list of 80 seamen seeking voyage to Britain. 1,400 seamen employed here on coastal ships 430 of these for the summer months only. Percentage of seamen with deepsea experience not known. Hiring of seamen for coastal ships done directly by the companies. City authorities report 200 seamen on relief. From information gathered approximately 300 seamen might be available, ninety per cent Canadian citizens.

I. A. McGOWAN,
Shipping Master.

3 am 30th.

OTTAWA, June 1st, 1936.

Mr. A. McGOWAN,
Shipping Master,
Vancouver, B.C.

Wire received re list of deep seamen available in Vancouver; information of no value. Please wire reply to Mr C. R. McIntosh, M.P., to this question only: How many men of deep sea experience are available in Vancouver for such boats as the Empresses? Am not interested in coastal boats or sailings to Britain.

R. K. SMITH,
Deputy Minister of Marine.

VANCOUVER, B.C., June 1.

WALTER HILL,
Clerk of Industrial Relations Committee,
House of Commons, Ottawa.

No record this office deep sea men available. Other sources indicate possible three hundred.

J. A. McGOWAN,
Shipping Master.

The CHAIRMAN: The reason for sending these telegrams was that we wanted to follow up the information first wired in order to get more accurate information. The sub-committee took the matter up and so decided.

Mr. HARTIGAN: How did the C.P.R. have knowledge of the telegrams?

The CHAIRMAN: Because a C.P.R. representative came up to the office and I told him straight that the information that we got was to the effect that the information given by Captain Aikman was so and so.

Mr. HOWDEN: If the C.P.R. did not go looking for seamen they would not find them, but the seamen would be there all the time.

The CHAIRMAN: We have the statements of the shipping master and the C.P.R. in a final way.

Mr. HOWDEN: So far as these communications are concerned, I move that they be incorporated in the record and that we proceed with our business.

Mrs. BLACK: How are you going to account for the great discrepancy between nearly 1,100 and 300?

Mr. ISNOR: I think I can answer that. We went into that thoroughly in the sub-committee.

Mr. HOWDEN: That 1,100 covered all the seamen at the coast.

Mr. MacKENZIE: The harbour master admits that he has not got a list of seamen. Why did he not get it when he was asked?

Mr. HOWDEN: He would have a list only of those who are registered with him. If a man did not want to register with him it would not be his business to run after him.

Mr. NEILL: Most of these men are deck hands.

The CHAIRMAN: We have both points of view. The committee ought to be able to come to a decision. We desire all the information possible for the use of the committee.

Mr. NEILL: With regard to this list of seamen, I said that all the addresses were given. I think a few of the men are shown with no fixed address.

Mr. BLACK: They would be on relief. They would hardly have an address.

Mr. HARTIGAN: Was there no other source to find out the number who are on relief or unemployed?

The CHAIRMAN: The shipping master says that he was in touch with the civic authorities, and from what he could find out from them this is a true statement.

Mr. HARTIGAN: I think we should have some information from the relief authorities.

Mr. ISNOR: The sub-committee were not satisfied with the first telegram received from the harbour master and went back for more definite information.

Mr. MacKENZIE: And they did not get it.

Mr. ISNOR: Not in one sense.

The CHAIRMAN: He stuck to his first statement, but he eliminated other useless information. We did take that information in arriving at what we thought was a fair number.

Mr. HOWDEN: There is no basis for discussion. I move that the report of the sub-committee be submitted.

The CHAIRMAN: What about this list of names?

Mr. HOWDEN: Give the numbers but not the names.

Mr. ISNOR: I am quite satisfied that the letters from Mr. White and Mr. Potter should go in.

Mr. HOWDEN: This man Potter has no official standing.

The CHAIRMAN: He has a standing of a citizen of this country.

Mr. MacINNIS: Yes. I think the letter should go in.

The CHAIRMAN: I am always anxious to get all the information possible before the committee and the country.

Mr. HOWDEN: It is not information; it is a statement.

Mr. NEILL: It is an opinion.

Mr. ISNOR: Are you putting Mr. Potter's letter in the record?

The CHAIRMAN: You were the only one who objected. If you withdraw your objection we will put it in.

Mr. MacINNIS: I move that Mr. Potter's letter be included.

The CHAIRMAN: All right. The clerk will read the letters into the record.

(Clerk reads.)

HOUSE OF COMMONS

CANADA

OTTAWA, May 19, 1936.

C. R. McINTOSH, Esq., M.P.,
House of Commons,
Ottawa, Ont.

DEAR MR. McINTOSH,—I enclose letter from M. W. Potter of 838 Richmond Square, Montreal, on the subject of the employment of coloured persons of West Indian birth on the C.N.R. boats operating between Canada and West Indian ports. Mr. Potter is himself a coloured person born in the West Indies but long resident in Montreal and I am inclined to agree with him that the Canadian born Negro is not as well suited to employment on these steamships as is the West Indian.

Is there likelihood of any recommendation on this subject being made by your Committee?

Yours sincerely,

R. S. WHITE.

Encl.

838 RICHMOND Sq.,
MONTREAL, QUE.,
May 16th, 1936.

R. S. WHITE, Esq., M.P.,
" St. Antoine-Westmount,"
House of Commons,
Ottawa.

DEAR SIR,—The Negro voters of your Constituency observe that Mr. Walter Johnson appeared before the Committee of Better relations recently and asked that the West Indian workers on the Canadian National boats, operating between Canadian and West Indian Ports be replaced by Canadian born Negroes. It would appear as though Mr. Johnson is not conversant with the Canadian West Indian labour arrangement as applicable to the service in question, we therefore ask you to keep in touch with above mentioned committee and protect the interest of the West Indian workers.

We doubt if the Canadian Negro is in sufficient numbers to satisfactorily take care of the replacement of the West Indian worker.

Believing that you will take care of the situation as the occasion may warrant, I am

Yours faithfully,

ALFRED M. W. POTTER.

Mr. NEILL: I do not see why you should not include the list; it is part of the man's communication, and it is a most vital part.

Mr. MACNICOL: It would allow for a checking of the names. If you accept the letter you should include the names.

Mr. HOWDEN: I withdraw my objection.

Mr. MACINNIS: The names could be filed with other papers. They will never be checked anyway.

The CHAIRMAN: Do I understand that there is no definite motion before the committee to have this list printed?

Mr. NEILL: I will move, seconded by Mr. MacKenzie, that the names be incorporated in the minutes of to-day's meeting.

Mr. MACNICOL: We could send out to the city clerk of Vancouver and have the names checked.

Mr. MACKENZIE: If you are anxious to verify the statement of the Seamens' Union, there is only one way of doing it.

Mr. HARTIGAN: It will be there as a matter of record if anyone wants to check the list.

The CHAIRMAN: And anyone giving us information will be very careful in the future as to what that information is.

Mr. HARTIGAN: There is only one thing that suggests itself to my mind and that is as regards the welfare of these men: would it be detrimental to the interests of these men if their names appear on this list?

The CHAIRMAN: I do not know.

Mr. HARTIGAN: Perhaps some of the men from British Columbia could tell us. We would not want to do anything to hurt the seamen.

Mr. MACKENZIE: The only discrimination that could be used against them would be by the C.P.R.

Mr. NEILL: There are a great many of them. Nobody could discriminate against 1,100. These men did not sign the list. The one man who signed the list might be discriminated against. He has said that these are the names he has collected. Mr. Danniels is probably blacklisted anyhow.

The CHAIRMAN: Very well, we will include the list in the record.

(List follows).

CANADIAN ASSOCIATION OF SEAMEN

DECK DEPARTMENT

Showing name, address, where born, rating and experience

- J. Bell, 1919 38th Ave. E., Canada. Deckhand, 1 year.
 J. Jowett, 1946 Main St. Deckhand, 3 years.
 R. Stark, 6670 Yew St., Canada. Deckhand, 1 year.
 L. Parry, 2608 Ontario St., Canada. Deckhand, 3 years.
 G. McQuarrie, 2306 Stephens St., Canada. Deckhand, 2 years.
 F. Barlow, Empress Hotel, Canada. Deckhand, 2 years.
 D. Cox, Prospect Point, Canada. Deckhand, 2 years.
 C. MacDonald, 3833 W. 12th Ave. Deckhand, 2 years.
 J. Blomby, 1137 Robson St., Muruay. Deckhand, 1 year.
 R. Dickie, 1035 Davie St., India. Deckhand, 2 years.
 V. McFadden, 334 Dunsmuir St., Canada. Deckhand, 1 year.
 H. Harrison, 840 Thurlow St., Ireland. Ship's carpenter, 5 years.
 P. Moffat, North Van, Scotland. A.B., 8 years.
 A. MacIntosh, 1537 4th Ave. E., Scotland. Q.M., 6 years.
 E. Smith, 2370 McGill St., England. Deckhand, 1 year.
 C. Garling, 732 9th St. E. Norvan, Canada. A.B., 7 years.
 D. Gallop, 637 Seymour St., Nfld. A.B., 14 years.
 O. Gram, 143 Cordova St. E., Norway. A.B., 7 years.
 W. Green, 350 Water St., Canada. Deckhand, 1 year.
 D. Grant, 83 Pender St. W., Canada. Bosun, 10 years.
 F. Dallery, 1036 Carrell St., Canada. Deckhand, 1 year.
 W. Johnson, 734 Helmcken St., Canada. Deckhand, 1 year.
 F. Grauman, 504 Howe St., Canada. Deckhand, 1 year.
 G. Hunter, 2984 W. 39th Ave., Canada. Deck boy, 3 years.
 P. Mattes, 325 6th Ave. W., Holland. Deckhand, 6 months.
 E. Ruby, 244 17th Ave. E., Canada. Deckhand, 6 months.
 J. Tonick, New Westminster, Canada. Deckhand, 1 year.
 J. Graham, 1435 Thurlow St., Canada. Deckhand, 6 months.
 C. Darby, 2816 W. 4th Ave., England. Deckboy, 6 months.
 W. Knutsen, 2219 Cambie St., Norway. Deckhand, 1 year.
 V. Mahy, 914 Pender St. W., Canada. Deckhand, 1 year.
 R. Miller, 1182 Pender St. W., Canada. Deckhand, 6 months.
 R. Webber, 325 6th Ave. W., Germany. Deckhand, 1 year.
 R. Morris, 1686 Georgia St. W., Canada. Deckboy, 6 months.
 H. Wagner, 637 E. 12th Ave., Poland. Deckhand, 6 months.
 V. Balati, 3244 3rd Ave. W., Canada. A.B., 17 years.
 L. Roberts, Esquimalt, B.C., Canada. A.B., 9 years.
 A. Young, 349 Georgia St., Scotland. A.B., 15 years.
 H. Harrison, 1115 Pender St. W., England. A.B., 12 years.
 A. Muggeridge, 3477 W. 40th Ave., Canada. Deckhand, 2 years.
 J. Welsh, no fixed address, Canada. A.B., 15 years.
 C. West, 2037 Adanac St., England. A.B., 15 years.
 R. Thomson, 3655 22nd Ave., Scotland. A.B., 8 years.
 A. Macaskill, 1615 8th Ave. E., Scotland. A.B., 9 years.
 A. Bell, 1175 Duchess Ave., Westvan., Scotland. A.B., 6 years.
 C. Bennett, Driard Hotel, Canada. A.B., 11 years.
 J. Hicks, 403 Hastings St. E., Nfld. A.B., 12 years.
 D. MacAskill, 3815 Glen Drive, Scotland. A.B., 10 years.
 J. Campbell, 440 12th Ave. E., Ireland. A.B., 25 years.
 F. Campbell, 149 Hastings St. W., Canada. A.B., 3 years.
 J. Campbell, City Hotel, Scotland. A.B., 25 years.
 W. Campbell, 2359 Hastings St. E., Scotland. Deckhand, 1 year.
 F. Stratton, 2174 W. 6th Ave., Canada. A.B., 8 years.
 H. Swanson, no fixed address, Sweden. A.B., 28 years.
 R. Georgeson, 6 Water St., Canada. A.B., 10 years.
 W. Griswold, 1174 Alberni St., Canada. A.B., 12 years.
 O. Solvag, Broadway Hotel, Norway. A.B., 8 years.
 H. Speed, 2837 St. George St., Canada. Deckhand, 2 years.
 A. Salvensen, 1670 29th Ave. E., Canada. Deckhand, 1 years.
 G. Blakely, no fixed address, Canada. Deckhand, 2 years.
 L. Caines, Sailor's Home, Nfld. A.B., 20 years.
 C. Coy, 120 17th Ave. W., Canada. A.B., 11 years.

CANADIAN ASSOCIATION OF SEAMEN—*Continued*

DECK DEPARTMENT

Showing name, address, where born, rating and experience

- B. Colin, 453 13th St. E. Norvan., Canada. Deckhand, 3 years.
 B. Crowell, 1257 12th Ave., N.W.M., Canada. A.B., 8 years.
 W. Beck, 778 Burrard St., Faroe Isles. A.B., 5 years.
 W. Barbrick, Grey Court Hotel, Canada. A.B., 4 years.
 W. Byrne, 1173 W. Hastings St., Ireland. Bosun, 23 years.
 J. Baylay, 329 Blair Ave., Canada. A.B., 5 years.
 R. Brown, 2237 Commercial Dr., England. A.B., 4 years.
 J. Barr, Grosvenor Hotel, Scotland. A.B., 9 years.
 R. Cormack, 477 E. 44th Ave., Canada. A.B., 5 years.
 P. Coakley, 1226 Georgia St., Ireland. A.B., 20 years.
 S. Arnott, 6804 Rose St., Scotland. A.B., 6 years.
 W. Alston, 907 Dublin St., Canada. A.B., 8 years.
 A. Arnott, 5820 Wallace St., Scotland. A.B., 3 years.
 W. Russell, 2339 Main St., Canada. Deckhand, 1 year.
 T. Duffy, 500 Alexander St., Ireland. A.B., 39 years.
 F. Devine, 983 Howe St., Canada. Deckhand, 2 years.
 H. Didrickson, 1125 Granville St., Norway. A.B., 18 years.
 P. Doman, 3391E. Pender St., Canada. A.B., 10 years.
 A. Kidd, 461 Keefer St., Canada. A.B., 7 years.
 J. Dennis, 1466 17th Ave. N.W.M., Canada. A.B., 4 years.
 L. Burt, 3005 11th Ave W., Nfld. A.B., 11 years.
 E. Burke, 411A Cordova St., Ireland. A.B., 36 years.
 F. Brooksbank, Prince Rupert, Canada. A.B., 3 years.
 F. Christensen, 1117W. Pender St., Denmark. A.B., 8 years.
 J. Blaun, Seamen's Institute, Canada. A.B., 9 years.
 W. Brennan, 1116E. 2nd Ave., Scotland. A.B., 4 years.
 C. Clayton, Main Hotel, England. A.B., 15 years.
 G. Campbell, 177 Pender St. W., Scotland. A.B., 8 years.
 L. Clarke, 145E. 48th Ave., Canada. A.B., 3 years.
 J. Gray, no fixed address, Canada. A.B., 8 years.
 R. Gillen, 2718 Nelson Ave., Canada. A.B., 4 years.
 P. MacManus, no fixed address, Ireland. Bosun, 20 years.
 R. Eastwood, Carleton Hotel, Canada. A.B., 15 years.
 J. Smith, 3012W. 41st Ave., Scotland. A.B., 8 years.
 H. Jorgenson, 3694 Knight Rd., Norway. A.B., 25 years.
 E. Woodman, 158 Robertson St., England. Q.D., 9 years.
 J. Summerfield, 3386 Vaness Ave., England. Q.M., 7 years.
 N. Child, no fixed address, Canada. A.B., 14 years.
 H. Allison, 5W Hastings St., Scotland. A.B., 12 years.
 W. Wright, 1683 Victoria Dr., Wales. A.B., 20 years.
 H. Pughe, 1035 Davie St., Canada. Q.M., 5 years.
 A. Katlin, 4228 Windsor St., England. A.B., 34 years.
 D. Rossier, 263E. 3rd St., Scotland. Watchman, 20 years.
 D. Farina, 2304 Stephens St., Canada. A.B., 3 years.
 C. Frederick, Bowen Isle, B.C., Canada. Q.M., 11 years.
 L. Johnson, 2325 5th St. E., Scotland. A.B., 4 years.
 A. Hassan, 1121 Hastings St. W., England. A.B., 5 years.
 G. Henderson, 2000 Williams St., Scotland. A.B., 15 years.
 W. Hogg, 411 Cordova St., England. A.B., 4 years.
 J. Hutcheson, no fixed address, England. A.B., 8 years.
 C. Hulbert, 3622 Main St., England. A.B., 8 years.
 T. Howarth, 2395W. 4th Ave., Wales. A.B., 14 years.
 J. Edwards, no fixed address, England. A.B., 17 years.
 A. Kightly, Lynn Valley, England. A.B., 15 years.
 H. King, 1115W. Pender St., India. A.B., 4 years.
 L. Jorgeson, 1046 Pender St. W., England. A.B., 10 years.
 P. Jones, 1247 Homer St., England. A.B., 20 years.
 S. Jackson, 1132 Nelson St., England. A.B., 8 years.
 W. Eccles, 2781 Reid St., England. A.B., 8 years.
 P. Johnson, 232 5th St. E., England. A.B., 9 years.
 W. Anderson, 2477 Douglas Rd., Canada. A.B., 10 years.
 R. Watson, 831 Esquimalt Rd., Vic., Canada. A.B., 12 years.
 E. Vosper, Bowen Island, Canada. A.B., 4 years.
 E. Williams, 855W. 14th Ave., Nfld. A.B., 9 years.
 E. Wood, no fixed address, England. A.B., 9 years.

CANADIAN ASSOCIATION OF SEAMEN—*Continued*

DECK DEPARTMENT

Showing name, address, where born, rating and experience

- D. Shields, 5390 Neefer St., Canada. A.B., 5 years.
 B. Wallace, 732 10th Ave. E., Canada. A.B., 5 years.
 J. Wallace, 567W1 20th Ave., Canada. A.B., 6 years.
 J. Taylor, 5080 Ann St., Scotland. A.B., 9 years.
 H. Towers, 6744 Dunbar St., England. A.B., 5 years.
 D. Simpson, 1823 Parker St., Canada. Deckhand, 2 years.
 A. McNeil, Silver Rooms, Scotland. A.B., 5 years.
 D. Eastman, Invermay Hotel, Canada. A.B., 12 years.
 C. Wahler, 570 Prior St., U.S.A. A.B., 35 years.
 C. Dinsdale, 540 Thurlow St. Deckhand, 2 years.
 H. Deagle, 809 Helmcken St., Canada. Deckhand, 2 years.
 W. Fabridge, Columbia Hotel, Nfld. A.B., 15 years.
 C. Edmunds, 1120 W. Pender St., England. A.B., 25 years.
 D. Boyd, 500 Alexander St., Scotland. A.B., 12 years.
 W. Russell, 411 Cordova St., Scotland. A.B., 11 years.
 W. Hilditch, 5212 Alberni St., Ireland. A.B., 18 years.
 F. Harnett, Toronto Apts., Canada. A.B., 9 years.
 T. Hardy, 1174 Alberni St., Canada. A.B., 17 years.
 G. Foster, 1949 Quebec St., England. A.B., 10 years.
 R. Verge, Anchor Hotel, Germany. A.B., 35 years.
 O. Olsen, 2754 E. 6th Ave., Norway. A.B., 15 years.
 O. Olsen, 472 Alexander St., Norway. A.B., 40 years.
 C. Huffman, 1149 Union St., Canada. A.B., 7 years.
 G. Reid, 1259 W. Georgia St., India. A.B., 7 years.
 P. Salowen, 936 Granville St., Canada. A.B., 4 years.
 D. Morgan, 3663 W. 22nd Ave., England. A.B., 10 years.
 R. Murray, 2172, W. 1st Ave., Canada. Deckhand, 2 years.
 J. Lawrensen, 4930 Walden St., Scotland. A.B., 16 years.
 L. Sinclair, 759 50th Ave. E., Scotland. A.B., 14 years.
 J. Slavin, 532 Clinton Ave., Canada. A.B., 10 years.
 D. Smith, 442 E. 24th Ave., Scotland. A.B., 5 years.
 L. Smith, 1233 11th Ave. E., Scotland. A.B., 9 years.
 L. Smith, Victoria, B.C., Canada. A.B., 4 years.
 A. Snooks, 1042 Melville St., England. A.B., 8 years.
 A. Sutherland, 1133 E. 27th Ave., Scotland. A.B., 22 years.
 R. Smith, 3511 W. 12th Ave., England. A.B., 13 years.
 W. Spry, No fixed address, England. A.B., 20 years.
 P. Russell, New Westminster, Canada. Deckhand, 2 years.
 G. Miller, 2555 W. 16th Ave., Canada. A.B., 6 years.
 J. McTaggart, 2198 W. 43rd Ave., Canada. Deckhand, 2 years.
 R. McKendry, 530 Burrard St., Canada. A.B., 7 years.
 A. McKenzie, 1350 Williams St., Scotland. A.B., 4 years.
 G. MacKie, 4564 Woodland Dr., Canada. A.B., 10 years.
 T. McMichen, 137 Water St., Canada. A.B., 11 years.
 J. McIntyre, Owen Bay, Scotland. Bosun, 32 years.
 J. McGee, No fixed address, Canada. A.B., 5 years.
 J. McRitchie, Strafford Hotel, Scotland. A.B., 12 years.
 M. MacLean, 620 E. 19th Ave. Norvan, Scotland. A.B., 5 years.
 L. MacLaine, 1121 Barclay St., Scotland. Bosun, 16 years.
 J. McKinnon, 4033 Keefer St., Scotland. A.B., 18 years.
 D. McKinnon, 1767 E. 35th Ave., Scotland. A.B., 20 years.
 D. MacLeod, 85 21st Ave. E., Scotland. A.B., 4 years.
 R. MacLeod, 2371 E. 30th Ave., Scotland. A.B., 17 years.
 K. MacLeod, Patricia Hotel, Scotland. A.B., 11 years.
 J. McCabe, Naval Vets. Assoc., Scotland. Bosun, 30 years.
 R. McLaren, 124 W. 3rd Ave., Canada. A.B., 17 years.
 J. Muir, 256 E. 5th St. Norvan, Canada. A.B., 15 years.
 J. Murray, Melbourne Rooms, Scotland. A.B., 10 years.
 G. Murray, 554 E. 6th Ave., England. A.B., 4 years.
 L. Marple, 936 Granville St., England. Bosun, 15 years.
 J. Murrion, 245 16th St., Norvan, Ireland. Deckhand, 2 years.
 D. Martin, London Hotel, Scotland. A.B., 30 years.
 W. Morris, Scotland. A.B., 9 years.
 Allan McInnes, 1355 14th St. E., Scotland. A.B., 9 years.
 N. McInnes, 1355 E. 14th Ave., Scotland. A.B., 13 years.
 Andrew Mowat, 1851 E. 16th Ave., Scotland. A.B., 4 years.

CANADIAN ASSOCIATION OF SEAMEN—*Continued*

DECK DEPARTMENT

Showing name, address, where born, rating and experience

- L. Murray, Sailor's Home, England. A.B., 4 years.
 G. McIvor, 536 Kaslo St., Canada. A.B., 7 years.
 M. Rocar, 409 13th Ave. E., Scotland. A.B., 15 years.
 J. Ritchie, 5820 Joyce Rd., Canada. A.B., 9 years.
 W. Rice, Victoria, B.C., Canada. A.B., 8 years.
 A. Reid, 2553 Adanac St., England. A.B., 8 years.
 N. Rasmussen, 461 Keefer St., Denmark. A.B., 10 years.
 G. Russell, 722 Nor. Van., Scotland. A.B., 10 years.
 F. Rowe, No fixed address, England. A.B., 4 years.
 J. Till, 3454 W. 26th Ave., England. A.B., 6 years.
 N. Verge, 865 E. Hastings St., Vaage. A.B., 5 years.
 T. Thomas, 429 6th Ave. E., Eales. A.B., 8 years.
 O. Severand, 4580 Henry St., Norway. A.B., 12 years.
 R. Snedden, 1536 W. 65th Ave., Canada. A.B., 5 years.
 E. Solem, 2178 Grant St., Norway. Watchman, 15 years.
 J. Wallace, 567 W. 20th Ave., Canada. A.B., 5 years.
 L. J. Wallace, 1352 Hornby St. Canada. A.B., 8 years.
 James Wadden, % Union Steamships, Ireland. A.B., 10 years.
 W. M. Forde, 707 Wilson St., Victoria. Canada. A.B., 3 years.
 O. Lendgren, 138 Cordova St. E. Norway. A.B., 10 years.
 E. D. Jones, 1183 Pacific St. Canada. Bosun, 14 years.
 C. J. Goodwin, 3990-23rd West. Canada. Master, 20 years.
 J. W. Williams, 2032-23rd Ave. E. Wales. Q.M., 40 years.
 G. C. Black, % C.P.S.S. Ireland. A.B., 8 years.
 T. Clark 1308 Douglas St. England. A.B., 8 years.
 J. Cannon, 1122 Queen's Ave., Victoria. England. Q.M., 14 years.
 R. Campbell, 971-26th Ave. E. Scotland. Q.M., 8 years.
 J. Clark, 258-2nd St. W., North Vancouver. Scotland. A.B., 9 years.
 G. Cattererall, 1012 Dennman St. England. A.B., 9 years.
 V. Chandler, % C.P.S.S. Canada. A.B., 2 years.
 E. Casserley, % Seamen's Institute. Canada. A.B., 9 years.
 F. Taylor, % C.N.S.S. England. A.B., 11 years.
 J. A. Borden, 2127 E. 1st Ave. Canada. A.B., 6 years.
 J. Currie, 523 Hamilton St. Scotland. A.B., 20 years.
 W. J. Collins, 657 Prior St. Canada. A.B., 7 years.
 J. Delaney, % Navy League, Halifax. Ireland. A.B., 23 years, Bosun.
 W. B. Orr, St. Clare Rooms. Ireland. A.B., 8 years.
 R. A. T. Alderman, 1336 Grant St. Canada. A.B., 5 years.
 J. R. Cregnew, 3672-15th Ave. W. Canada. A.B., 3 years.
 T. Cook, 1182 Pender St. W. Canada. D.H., 3 years.
 F. Collins, 4172 Yale St. England. A.B., 10 years.
 F. E. Corneille, % Whaletown P.O. Canada. A.B., 10 years.
 Morgan Berg, % G.D.O. Norway. Q.M., 18 years.
 P. B. Todd, 208-2nd St. W., North Vancouver. England. Q.M., 8 years.
 D. Brown, % Commercial Hotel. Canada. A.B., 7 years.
 John Brown, 315 Georgia St. W. Canada. A.B., 3½ years.
 J. A. Borden, 2129-1st Ave. E. Canada. A.B., 4 years.
 O. Bondale, % Cambie Rooms. Norway. A.B., 31 years.
 N. Campbell, 719 Jarvis St. Scotland. A.B., 5 years.
 A. Caldwell, % Navy League, Halifax. Canada. A.B., 15 years.
 L. J. Caldwell, 596 Toronto St., Victoria. Canada. Q.M., 11 years.
 A. J. Gillett, 4432 Collingwood St. England. Q.M., 18 years.
 B. Goodwin, 243 Kings Rd., Victoria. Canada. A.B., 8 years.
 K. J. Sandberg, % Sterling Hotel. Norway. Q.M., 20 years.
 T. A. White, 2724-15th Ave. E. England. D.H., 2 years.
 G. Wylie, in U.S.A. England. A.B., 17 years.
 D. Tyrn, % C.N.S.S. England. A.B., 22 years.
 F. J. Low, 3759 Lanark St. Scotland. D.H., 2½ years.
 H. H. Langman, 233 Abbott St. Canada. O.S., 18 months.
 E. Rouleston, 208 Powell St. Canada. A.B., 7 years.
 J. Roe, 1118 Lily St. Scotland. A.B., 10 years.
 W. Rogers, % St. Regis Hotel. Canada. A.B., 4 years.
 E. D. Perkins, % P. Aitkehead, 518 Seymour. China. A.B., 6 years.
 V. Piper, 533-24th Ave. E. Canada. A.B., 10 years.
 J. Prindergust, % Grandview Hotel. Ireland. A.B., 17 years.

CANADIAN ASSOCIATION OF SEAMEN—*Continued*

DECK DEPARTMENT

Showing name, address, where born, rating and experience

- C. Percewal, 3450 Turner St. Canada. A.B., 14 years.
 M. Patitucci, 164-10th St., North Vancouver. Spain. A.B., 8 years.
 E. Palmer, 133 Robson St. Canada. Q.M., 15 years.
 A. F. Patterson, 4776 Little St. Canada. A.B., 5 years.
 W. C. Pearce, % Sailors Home. England. Bosun, 25 years.
 A. C. Pamplet, 322 West 6th Ave. Canada. A.B., 9 years.
 J. Olesen, 1920 Charles St. Canada. D.H., 1 year.
 M. Ossner, 6666 Butler St. Norway. Q.M., 20 years.
 J. C. Horne, % C.P.S.S. Scotland. A.B., 7 years.
 W. Hitch, 330 Donald St., Victoria. England. W.M., 15 years.
 A. Hodgson, % Union Steamships. England. A.B., 10 years.
 T. Holmes, 43 Powell St. Denmark. Q.M., 15 years.
 B. Hope, % Broadway Hotel. Canada. A.B., 10 years.
 W. J. Hannigan, % Union Steamships. Ireland. A.B., 9 years.
 O. B. Hardy, 2268 Cambridge St. England. A.B., 5 years.
 N. Haltrisen, 635 Hasting's St. W. Norway. Q.M., 25 years.
 F. R. McClellan, 1350-28th Ave. E. Canada. Q.M., 15 years.
 E. Costian, % Union Steamships. Finland. A.B., 24 years.
 E. G. Kemmode, Gordon Head Road, Victoria. Canada. A.B., 7 years.
 P. Kenny, 1003 McLean Dr. Ireland. Bosun., 25 years.
 O. Kennie, 318 4th St. East, North Vancouver. Canada. A.B., 7 years.
 C. J. Jorkensen, % Seamen's Institute. Denmark. A.B., 20 years.
 J. Jamieson, 3642 22nd Ave. West. Scotland. A.B., 4 years.
 R. Jamieson, 3642 22nd Ave. West. Scotland. Q.M., 6 years.
 D. Flynn, % Marpole Towing Co. Australia. A.B., 9 years.
 G. Johnson, 431 Princess Ave. Sweden. A.B., 10 years.
 A. Flett, 1121 Hasting's St. West. Scotland. A.B., 15 years.
 A. Easkine, 133 7th Ave. West. Ireland. A.B., 14 years.
 J. E. Stone, 1229 11th St. East. England. Q.M., 12 years.
 W. Steele, 319 Cordova St. West. England. A.B., 35 years.
 Hugh Stewart, 32 Hasting's St. Scotland. A.B., 6 years.
 A. Strachan, 1319 Broad St., Victoria. Scotland. A.B., 7 years.
 C. Strachan, 430 11th Ave. East. Scotland. A.B., 5 years.
 C. W. Silvester, 522 Richards St. Act. 27. England. A.B., 11 years.
 R. P. Greenwell, 1848 11th Ave., North Vancouver. Canada. A.B., 20 years.
 L. Olsen, % Sterling Hotel. Norway. A.B., 16 years.
 T. Collins, 864 Richards St. Scotland. Q.M., 17 years.
 W. Haney, % Pennsylvania Hotel. Scotland. A.B., 5 years.
 F. W. Cassidy, 1001 8th West Ave. Canada. A.B., 4 years.
 R. Barnerd, % Canada Hotel. Canada. A.B., 5 years.
 E. Kennersley, 1705 8th Ave. East. Canada. D.H., 3 years.
 J. Coachman, 1526 Argyle Ave. England. A.B., 6 years.
 J. Booth, % Seamen's Institute. England. Q.M., 24 years.
 J. Stone, 1780 35th Ave. East. Canada. A.B., 5 years.
 D. L. Wheatcroft, 1259 Georgia St. West. Canada. A.B., 5 years.
 A. S. Lilly, 3141 7th Ave. West. Australia. Master, 20 years.
 A. B. Plummer, 1386 Nicola St. Canada. A.B., 3 years.
 H. Patterson, 83 West Pender St. Canada. D.H., 3 years.
 F. McCoy, 1036 Haro St. Canada. A.B., 3 years.
 H. Stuchberry, 277 24th Ave. East. Canada. A.B., 3 years.
 E. W. Meadows, 637 Seymour St. Canada. Q.M., 6 years.
 A. Rowe, 2203 Stephens St. Canada. D.H., 2 years.
 H. Wes, % Murray Hotel. Canada. A.B., 8 years.
 H. C. Fisher, % Europe Hotel. Canada. Q.M., 19 years.
 T. Raney, 914 Pender St. West. Ireland. Q.M., 28 years.
 R. Adams, % Union Steamships. Ireland. A.B., 7 years.
 G. Wright, 3775 Aanark St. England. A.B., 5 years.
 L. B. White, 500 Alexander St. Canada. D.H., 3 years.
 H. Williams, 645 Main St. Wales. A.B., 38 years.
 E. Pinhult, 1749 Robson St. Canada. A.B., 6 years.
 J. W. Cuthrie, 3124 Pt. Hrey Rd. England. A.B., 5 years.
 M. Varabough, % Canada Hotel. Ireland. A.B., 8 years.
 H. Jackson, 1021 Nelson St. England. A.B., 5½ years.
 E. Ross, 3904 13th Ave. West. Canada. Ships Carpenter, 3 years.
 L. P. Brockett, 41 Hasting's St. East. New Zealand. D.H., 3 years.

CANADIAN ASSOCIATION OF SEAMEN—*Continued.*

DECK DEPARTMENT

Showing name, address, where born, rating and experience

- A. Coter, 1924 Pender St. Canada. Ships Carpenter, 19 years.
 R. Naughty, % Union Steamships. Scotland. W.M., 10 years.
 R. L. Stevenson, 1026 Seymour St. Canada. W.M., 3 years.
 C. Houston, 783 Homer St. Canada. W.M., 7 years.
 H. W. Wilhelmsen, 335 9th St. North Vancouver, Norway. A.B., 8 years.
 A. Joseph, % Strathcona Hotel. Canada. W.M., 6 years.
 A. E. Smith, 2138 Belmont Ave. Canada. W.M., 7 years.
 O. H. Roberts, 709 Dunsmuir St. England. W.M., 14 years.
 A. R. Webster, 1850 15th Ave. East. Scotland. W.M., 9 years.
 A. Barcot, 751 Union St. Canada. W.M., 7 years.
 J. Williams, 3104 South East Marine Drive. England. W.M., 30 years.
 E. D. Graham, 30 Rexmere Rooms. Canada. W.M., 5 years.
 C. E. Hill, 2102 6th West Ave. Canada. D.H., 5 years.
 C. B. Robertson, 2851 Selman Ave. Scotland. W.M., 7 years.
 G. W. Lennon, % Navy League, Halifax. England. Q.M., 11 years.
 J. Stein, 3242 Vanables St. Scotland. A.B., 7 years.
 L. Stephens, 2257 Oxford St. Canada. A.B., 3 years.
 G. C. R. Scott, 319 2nd Ave., Nor. Van. Scotland. A.B., 7 years.
 E. S. Ekanger, % Young & Gore, Van., B.C. Norway. Q.M., 17 years.
 E. Illison, 177 Richards St. Sweden. Q.M., 27 years.
 J. T. Thompson, % Sailors Home. England. Q.M., 27 years.
 R. W. Sparkes, 2116 1st Ave. Canada. D.H., 6 years.
 F. Ferguson, 5784 Dumfries St. Scotland. Q.M., 10 years.
 C. Freemantle, 505 Cassier St. Canada. A.B., 3 years.
 J. P. Fyfe, % Clumbia Hotel. Scotland. Q.M., 15 years.
 A. Illingworth, 2029 13th Ave E. Canada. D.H., 1 year.
 R. T. Harrap, 553 Hamilton St. Canada. A.B., 10 years.
 C. Harrington, 1115 Pender St. Canada. D.H., 1 year.
 F. Hart, 4217 Beatrice St. England. A.B., 7 years.
 G. Husband, 2412 Yale St. Scotland. A.B., 10 years.
 A. Y. Hunter, 232 Elm Ave. Canada. D.B., 7 years.
 J. MacLean, 4282 Perry St. Scotland. A.B., 5 years.
 A. J. MacLean, % Sailors Home. Scotland. A.B., 15 years.
 C. Cramer, % C.P.S.S. Canada. A.B., 5 years.
 A. Robertson, % Union Steamships. Scotland. A.B., 15 years.
 J. Roxbrough, 39th & Fraser. Canada. A.B., 7 years.
 G. Reid, % Naval Station, Vict. Scotland. A.B., 10 years.
 R. A. Nilson, 407 Abbott St. Sweden. D.H., 6 years.
 J. O'Donnell, 937 Homer St. Scotland. A.B., 6 years.
 F. N. Phillips, 1822 East First Ave. Canada. Q.M., 9 years.
 T. W. Niven, % Nanaimo G.P.O. Scotland. A.B., 6 years.
 F. D. Morrison, % Union Steamships. Canada. A.B., 4 years.
 J. Morrison, 424 36th Ave East. Scotland. A.B., 5 years.
 J. MacKillop, 207 3rd Ave. West, N. Van. Scotland. A.B., 7 years.
 L. M. MacKillop, 1222 22nd Ave E. Scotland. A.B., 7 years.
 J. L. MacDonald, 322 7th Ave. E. Scotland. A.B., 7 years.
 J. McEwan, % Pacific Salvage Co. Scotland. Q.M., 20 years.
 J. MacLennan, 2160 35th Ave. E. Scotland. A.B., 5 years.
 A. M. MacGregor, % Union Steamships. Scotland. Q.M., 8 years.
 R. McLeese, 358 59th Ave. E. Canada. A.B., 5 years.
 A. McLeod, 322 7th Ave East. Scotland. A.B., 5 years.
 E. McLeod, P.O. Box 746, Avenue Lodge, Powell River. England. A.B., 12 years.
 J. McLeod, 2943 Eaton St. Canada. W.M., 14 years.
 S. Mackie, 3365 Vanables St. Scotland. A.B., 5 years.
 D. MacKillop, 4471 Harriet St. Scotland. A.B., 3 years.
 D. J. MacKillop, 4471 Harriet St. Scotland. A.B., 4 years.
 M. MacCauley, 2743 Wellington Ave. Scotland. Q.M., 21 years.
 R. P. MacBeath, 777 Bidwell St. Scotland. A.B., 10 years.
 E. R. Moxen, 1028 Harwood St. England. A.B., 14 years.
 R. W. Mallory, 1636 68th Ave. W. Canada. A.B., 4 years.
 T. Lucas, 5824 Ontario St. England. W.M., 12 years.
 K. V. King, 4234 John St. Canada. A.B., 5 years.
 J. J. Johnson, 232 5th St. East, Nor. Van. Canada. A.B., 11 years.
 Dan. Jamieson, 3642 22nd Ave W. Scotland. A.B., 8 years.
 P. Jones, 1247 Homer St. England. Q.M., 23 years.
 W. Jones, 2090 3rd Ave West. Wales. A.B., 14 years.

CANADIAN ASSOCIATION OF SEAMEN—*Continued*

DECK DEPARTMENT

Showing name, address, where born, rating and experience

- J. B. Harrison, 158 40th Ave. E. Scotland. A.B., 12 years.
 C. Gowland, % C.N.S.S. Canada. A.B., 14 years.
 J. S. Goudie, 4362 22nd Ave. W. Scotland. A.B., 6 years.
 S. Gilish, 4621 Spruce St. Canada. A.B., 12 years.
 J. Gilbraith, 2431 Parker St. Scotland. A.B., 10 years.
 J. E. Fraser, % Union Steamships, Scotland. A.B., 18 years.
 G. Georgeson, 2989 Harwood St. Scotland. Q.M., 30 years.
 E. Milburn, % G.P.O. Van., B.C. England. D.H., 4 years.
 G. Corson, 2104, 13th Ave. E. England. Q.M., 18 years.
 A. E. Bamed, % G.P.O. England. A.B., 6 years.
 W. M. Bennett, % Columbia Hotel, Canada. A.B., 8 years.
 S. Bradbury, Ex-Servicemen's Billets. England. Bosun, 20 years.
 J. Bye, 1001 Main St. Norway. A.B., 11 years.
 J. C. Davidson, 1822, 1st Ave. Canada. A.B., 9 years.
 J. Mc Davis, 2319, 12th Ave West Van. Scotland. Q.M., 9 years.
 F. J. Davitt, 1642, 3rd Ave. E. Wales. Q.M., 32 years.
 D. N. Dean, % Frank Waterhouse & Co. Canada. D.H., 5 years.
 D. D. Tite, 5824 Ontario St. Canada. D.H., 4 years.
 J. O'Donnell, % C.N.S.S. Scotland. Q.M., 20 years.
 H. J. Jorgesen, % Sailors Home. Denmark. A.B., 11 years.
 A. MacNeil, 345, 10th Ave. W. Scotland. Q.M., 15 years.
 A. Mansen, % C.P.S.S. Canada. A.B., 13 years.
 G. B. Liddell, 2336 Charles St. Canada. D.H., 1 year.
 J. D. Wismer, 335 Mahon 9th Ave. N.V. Canada. A.B., 6 years.
 E. Blades, 708 Nicol St., Nanaimo. Canada. D.H., 7 years.
 S. T. Binham, 766, 31st Ave. E. Canada. D.H., 1 year.
 D. Stevenson, 3893, 31st Ave. W. Canada. D.H., 1 year.
 J. Mudo, 3268 Dominion St. Canada. A.B., 5 years.
 J. A. Thompson, % C.P.S.S. Scotland. A.B., 8 years.
 R. J. Wallace, % C.P.S.S. Canada. Q.M., 11 years.
 P. Walsh, 3678 Knights Rd. New Zealand. A.B., 10 years.
 J. F. Wands, % C.N.S.S. Scotland. A.B., 5 years.
 J. Watson, 1274 Homer St. Scotland. Q.M., 14 years.
 A. Dwyer, % Broadway Hotel. Ireland. Bosun, 20 years.
 A. J. Ducan, 3530, Dundas St. Scotland. A.B., 8 years.
 H. Blunden, % C.N.S.S. Canada. A.B., 22 years.
 Frank Miller, 136 Georgia St. Canada. Q.M., 8 years.
 J. D. McQueen, % Sailors Home. Scotland. A.B., 16 years.
 D. A. Connell, 51 11th Ave W. Scotland. A.B., 16 years.
 W. F. Fry, % Dominion Tug & Barge Co. Canada. A.B., 11 years.
 C. Green, 3311 Windsor St. Canada. A.B., 8 years.
 S. H. Smith, % Sailors Home. Scotland. Bosun, 25 years.
 J. Fowler, 1635, 6th Ave. E. Scotland. Q.M., 5½ years.
 D. Simpson, 1999, 7th Ave. W. Canada. D.H., 6 months.
 H. S. MacQuarrie, 2306 Stevens St. Canada. D.H., 2½ years.
 J. E. White, R.R. 1, Gibson Landing. Canada. Wireless Operator, 4 years.
 R. G. MacDonald, 3833, 12th Ave. W. Canada. O.S., 1½ years.
 P. B. O'Brien, 225, 19th St. E. North Vancouver. Ireland. Q.M., 30 years.
 H. Murphy, 1287 Richards St. Scotland. D.H., 3 years.
 H. R. Olsen, 1920 Charles St. Canada. D.H., 1 year.
 L. H. Stoneburg, 366-5th Ave. E. Canada. A.B., 3 years.
 T. Koun, Suit. 24, 38 Cordova W. Germany. D.H., 2 years.
 W. S. Hall, 1254 Georgia W. Canada. A.B., 5 years.
 S. Chambers, % Commercial Hotel. Canada. A.B., 4 years.
 O. Olsen, 4081 Wilwyn St. Norway. A.B., 5 years.
 J. A. Brennan, 1915 Haro St. U.S.A. D.H., 3 years.
 S. Beaumont, 4554 Prince Albert. Canada. D.H., 3 years.
 W. Struthers, 975 Howe St. Scotland. D.H., 2 years.
 T. Kansas, 762 Hamilton St. Finland. D.H., 2 years.
 R. Atchison, 450 Heatley Ave. England. O.S., 1 month.
 H. Bloomfield, 677 Hamilton St. England. D.H., 2 years.
 N. S. George, 1116 Howe St. England. A.B., 12 years.
 R. H. Russell, Phone to Fairmont 674R. Canada. A.B., 7 years.
 James Wilson, 966 19th Ave., E. Canada. D.H., 6 months.
 R. McCall, 638 Prior St. Scotland. O.S., 1 year.

CANADIAN ASSOCIATION OF SEAMEN—*Concluded*

DECK DEPARTMENT

Showing name, address, where born, rating and experience

H. Goodsell, 352 26th Ave., W.N.V. U.S.A. O.S., 5 months.
 J. W. McLeod, % Burrard Hotel. Scotland Ships. Carpenter, 10 years.
 A. E. Williams, % Winters Hotel. Canada. O.S., 2 months.
 H. Rostill, 643 East Broadway. Ireland. D.H., 2 years.
 C. Holton, 83 West Hasting's St. Canada. D.H., 9 months.
 W. Morrison, 1021 Nelson St. Canada. D.H., 2 years.
 L. Johnstone, 821 Nelson St. Canada. A.B., 3 years.
 V. Sastani, 3540 Keefer St. Canada. Q.M., 4 years.
 G. T. Brent, 1119 Hornby St. Canada. Q.M., 4 years.
 J. Miket, % Manitoba Hotel. Canada. A. B., 4 years.
 G. Santick, % Boarder Line Transportation Co. Jugo Slavia. D.H., 1 year.
 G. Brook, % Strathcona Hotel. Canada. D.H., 2 years.
 J. McGinnis, 2475 3rd Ave., West. Canada. W.M., 6 years.
 B. Davidson, 783 Homer St. Canada. O.S., 1 year.
 R. P. Kelly, Alvin Rooms, Cordova. Canada. Bosun, 27 years.
 H. LeFerriere, 121 W. Hasting's St. Canada. O.S., 6 months.
 H. Richards, 56 Powell St. Canada. D.H., 1½ year.
 G. Sabok, 722 Cordova St., E. Canada. D.H., 2½ years.
 H. E. Coomber, 620 Beatty St. England. D.H., 2 years.
 R. Huget, 6544 Frederick St. Poland. A.B., 14 years.
 H. S. Drew, 1115 10th Ave., W. England. D.H., 6 months.
 W. H. McLeod, 844 Kingsway. Canada. D.H., 6 months.
 T. Buble, % Central Hotel. Poland. A.B., 7 years.
 V. O'Donovan, 2979 39th Ave., West. Canada. D.H., 1½ years.

GENTLEMEN:

Please note, that this list represents the Deck Department, and that this is not all of the seamen we have listed. We have always had nearly 1,000 listed since December, 1931, and always the majority were out of work. Over four hundred seamen of different ratings left Canada since 1934 for U.S.A., and during 1933 the association lost 96 in this manner. Several of the old members employed in the United States communicate with the association occasionally. Those men seem to find work and they are seemingly very welcome about the United States Merchant Marine. The Engine Room Department will follow and also the catering department.

Yours respectfully

CANADIAN ASSOCIATION OF SEAMEN,

Per T. DANIELS,

May 11, 1936.

Secretary.

CANADIAN ASSOCIATION OF SEAMEN

DECK DEPARTMENT

Showing name, address, where born, rating and experience

J. H. Alexander, 1322 Adanac St. Canada. O.S., 1 year.
 J. E. Armstrong, 1257 Barclay St. Canada. Q.M., 14 years.
 H. G. Brown, 340 Cambie St. Canada. D.H., 10 years.
 R. J. Barnes, 1182 Pender St. Canada. D.H., 6 months.
 J. Bell, 814 W. Broadway. England. W.M., 4 years.
 J. W. Bell, 1360 Georgia St. Canada. Q.M., 10 years.
 C. R. Bell, 4504 W. 2nd Ave. Canada. D. H., 9 months
 W. F. Billington, 4836 McKenzie St. England. Master, 38 months.
 E. G. Abbott, 4311 Georgia St. Canada. W.M., 12 years.
 F. Bird, 3267 Napier St. England. A.B., 8 years.
 H. V. Biscoe, 568 Seymour St. England. A.B., 4 years.
 W. J. Bligh, 806 30th Ave. E. Canada. A.B., 9 years.
 W. R. Boath, 1803 Kitchener St. Canada. D.H., 6 months.
 J. A. Bourgeois, 807 Thurlow St. Canada. D.H., 6 months.
 M. Boxall, Ex-Service Men's Billets. England. 35 years in Navy.
 J. Brayshaw, 990 East 24th Ave. Argentine. Q.M., 18 years.

CANADIAN ASSOCIATION OF SEAMEN—*Continued*

DECK DEPARTMENT

Showing name, address, where born, rating and experience

- F. H. Brown, 1335 7th Ave. W. Ireland. D.H., 2 years.
 H. Brown, 1001 8th Ave. W. Canada. D.H., 9 months.
 J. F. Burrows, 804 8th Ave. W. Canada. A.B., 11 years.
 G. Carr, 2233 Guelph. Canada. A.B., 3 years.
 R. R. Carter, 815 Commercial Dr. England. A.B., 17 years.
 H. Church, 1240 Thurlow St. Canada. D.H., 6 months.
 G. Clarke, % Seamen's Institute. England. D.H., 5 years.
 S. Clover, 1858 16th Ave. E. England. Naval Cadet.
 A. D. Coffin, 953 Homer St. England. D.H., 3 years.
 J. B. Connell, 1014 11th Ave. W. Scotland. D.H., 6 months.
 R. E. Cook, 2411 39th Ave. E. England. A.B., 3½ years.
 N. Creeman, Port Moody, B.C. Canada. D.H., 1 year.
 J. Crosbie, left country recently. England. D.H., 2 years.
 K. Darby, 2266 7th Ave. W. Canada. O.S., 2 months.
 L. G. Darby, 2266 7th Ave. W. Canada. D.B., 1 month.
 W. Dean, 783 Homer St. Canada. D.H., 1 year.
 H. Deane, 333 Columbia. Canada. Ships Carpenter, 18 years.
 W. Devine, 3415 Prince Edward. Scotland. D.H., 6 months.
 H. L. Dewhurst, Government Road Burnaby. Scotland. W.M., 8 years.
 C. L. Dove, Suite No. 32 Oakland Rooms. Canada. D.H., 1 year.
 J. Dunwoody, 2646 10th Ave. W. Ireland. D.H., 1 year.
 G. E. C. Ede, 1925 Ash, Victoria, B.C. Canada. Q.M., 14 years.
 W. E. Ekins, 122 Water St. Canada. D.H., 2 years.
 G. Embree, R.R. No. 1, New West. B.C. Canada. D.H., 1 year.
 H. E. Farley, 1785 Fulton Ave. W. Van. England. A.B., 3 years.
 A. Fader, 742 57th Ave. E. Canada. D.H., 1 year.
 K. A. Fraser, 5116 Walden St. Canada. D.H., 1 year.
 W. J. Fraser, 5116 Walden St. Canada. D.H., 1 year.
 O. Gerwin, 172 Cordova St. Poland. D.B., 3 months.
 I. J. Gillen, 2718 Nelson Ave. Canada. A.B., 8 years.
 G. J. Godfrey, % C. P. S. S. England. Q.M., 37 years.
 W. B. Gordon, 2145 47th Ave. W. Canada. D.H., 6 months.
 H. J. Gregory, G. P. O. Van. B.C. England. O.S., 6 months.
 J. H. Griffiths, 1440 22nd Ave. E. Wales. O.S., 6 months.
 L. Guest, 1017 10th Ave. E. England. A.B., 6 years.
 R. B. Gardiner, 3656 McGill St. Canada. W.M., 18 years.

Completed list of the Deck Department. May 12, 1936. Vancouver, B.C.

COOKS AND STEWARDS

Showing name, address, where born, rating and experience

- H. Wilson, 41 E. Hastings. England. Std., 2 years.
 E. Elliott, 2249 E. 10th Ave. U.S.A. Std., 4 years.
 J. Dick, 41 E. Hastings. N.Z. Messman, 2 years.
 T. Kangas, 762 Hamilton St. Finland. D.H., 2 months.
 R. Aitcheson, 450 Heatly Ave. England. D.H., 1 year.
 E. Halgi, 1039 Melville St. Pantry cook, 1 year.
 W. Armstrong, 863 Richards. Ireland. Std.
 A. Bamford, 569 Beatty. England. Cook.
 C. Bronson, 58 Alexander St. Canada. Cook, 10 years.
 A. Buchan, 4648 14th Ave. W. England. Cook, 3 years.
 F. Johnson, 1546 Yew St. England. Cook.
 F. Pickering, 1530 E. 4th Ave. Canada. Messboy, 9 months.
 R. Williams, 1321 Howe St. Wales. Std., 7 months.
 R. Page, 1453 Walnut St. Canada. Std., 8 years.
 S. Lamb, 1828 Commercial Dr. Scotland. Butcher.
 H. Yates, 1340 Burnaby St. Canada. Cook, 1 year.
 J. Boyd, 978 Nicola St. Canada. Std., 8 years.
 J. Lockwood, 436 E. Hastings St. England. Pantryman, 2 years.
 G. Sweeting, 764 18th Ave. E. England. Pantryman, 7 years.
 C. Provost, Strathcona Hotel. Canada. Cook, 7 years.
 M. Biel, 1010 Haro St. Switzerland. Std., 10 years.
 A. McIntyre, 45 Cassier St. Canada. Storekeeper, 1 year.
 M. Moutray, 3 Water St. Canada. Cook.
 Robt. Buchan, 4648 14th Ave. W. England. Chef, 2 years.

CANADIAN ASSOCIATION OF SEAMEN—*Continued*

COOKS AND STEWARDS

Showing name, address, where born, rating and experience

- C. Campbell, 1266 Robson St. Canada. Cook, 8 years.
 A. Chack, 1843 Robson St. Sweden. Cook, 8 years.
 K. Claridge, Rialto Hotel. England. Cook, 5 years.
 R. Clayton, 3584 Ontario St. Scotland. Chef, 20 years.
 H. Collins, 306 Boundry Rd. S. England. Cook, 20 years.
 H. Collins, Sailor's Home. Ireland. Cook, 12 years.
 H. Connor, 500 Alexander St. Ireland. Cook, 15 years.
 J. Conrad, Butler Rooms. Canada. Cook, 10 years.
 F. Cooper, 48½ Cordova St. Scotland. Chef, 20 years.
 F. Cooper, 42 Cordova St. E. England. Cook, 10 years.
 W. Tecker, 1792 15th Ave. E. Holland. Cook.
 B. Duffy, 30 Water St. England. Cook, 25 years.
 M. Ellis, 1016 Broadway W. England. Cook, 2 years.
 W. Flanogas, 828 W. Hastings St. Canada. Cook.
 T. L. Foster, 2994 7th Ave. West. England. Cook, 25 years.
 W. Friel, 37 Pender St. West. Canada. Cook, 12 years.
 A. Gandey, 1277 Homer St. England. Cook, 30 years.
 J. M. Gawne, LC., 2649 Quebec St. Canada. Cook, 1 year.
 M. Goroish, 3318 Dominion St. New West. Roumania. Chef, 17 years.
 H. Gottschlich, 2643 Fern Burnaby. Germany. Cook, 10 years.
 W. J. Hawkins, 217 25th Avenue E. Canada. Cook, 4 years.
 T. J. Hodgins, 42-709 Dunsmuir St. Canada. Ships barber, 1 year.
 H. G. Holman, 137 Hasting's St. E. Canada. Cook, 14 years.
 C. Huxtable, Main Hotel B.C. England. Cook, 10 years.
 C. Huxtable, Main Hotel, B.C. England. Cook, 10 years.
 C. W. Johnson, % C.N.S.S. England. Chef, 27 years.
 L. Johnson, 5 Hasting's St. England. Cook, 20 years.
 E. Jung, Jackson Rooms, Jackson Ave. U.S.A. Cook, 14 years.
 J. M. Kerr, 846 Dennman St. Scotland. Cook, 8 years.
 D. Kipp, 25 Templeton Dr. Canada. Cook, 12 years.
 D. Kirk, 2567 Point Grey Rd. England. Cook, 1 year.
 J. M. MacKenzie, 2036 Stephens St. Scotland. Baker, 9 years.
 A. Marriott, 626 Jarvis St. Canada. Cook, 1 year.
 P. Morrison, 1516 Comox St. Scotland. Baker, 10 years.
 J. O'Connor, 1275 Georgia St. W. England. Butcher, 10 years.
 A. Pearce, 1400 Robson St. England. Cook, 2 years.
 F. W. Preamger, 804 Powell St. England. Cook, 1 year.
 A. L. Read, 5701 Carlton St. England. Baker, 4 years.
 R. Rhoule, Manitoba Hotel, B.C. Canada. Cook, 5 years.
 W. Rumball, 1580 5th West Avenue. Canada. Cook, 10 years.
 W. Seiper, 33 St. Faith Powell River. Switzerland. Cook, 2 years.
 H. Sellmert, % Seamens Institute. Germany. Cook, 33 years.
 L. W. Sheahan, Carlton Hotel. Canada. Cook, 6 years.
 A. Smith, 618 Cordova St. West. Scotland. Cook, 8 years.
 E. T. Smith, 304 Cordova St. Canada. Cook, 6 years.
 J. Smith, 43 West 11th Ave. Scotland. Baker, 6 years.
 W. Smith, % Sterland Hotel. Scotland. Cook, 10 years.
 R. Stevenson, 3388 E. 44th Ave. Canada. Baker, 5 years.
 P. Turner, Pender Hotel, B.C. England. Cook, 1 year.
 T. R. Turner, % Sailors Home. Canada. Cook, 18 years.
 G. Tyson, % Lyric Rooms. Scotland. Cook, 24 years.
 S. Wilson, % Pender Hotel. England. Cook, 20 years.
 W. A. Wilson, 3375 44th Ave. E. Scotland. Steward, 29 years.
 C. A. Woodward, 1016 Dennman St. England. Steward, 5 months.
 P. Zaayer, 174 West 12th Ave. Holland. Cook, 7 years.
 J. Guertin, 571 Richards St. Canada. Porter, 1 year.
 R. Brook, % R.V.A.N. Yacht C. Canada. Steward, 4 years.
 R. Beaudry, 541 Burrard St. Canada. Steward, 2 years.
 C. Lovell, 522 Richards St. Australia. Steward, 2 years.
 T. Ryan, Room 51, Albany Rooms. England. Steward, 2 years.
 P. Monaghan, 1143 Burnaby St. England. Steward, 4 years.
 V. Morrison, West Lynn Valley, N.V. Canada. Steward, 10 years.
 G. R. Miles, 3542 P.G. Road. Canada. Steward, 3 years.
 J. Neligan, 945 Cloverdale Ave. Canada. Steward, 3 years.
 D. M. Nelson, 2705 West 10th Ave. Canada. Steward, 6 months.
 G. A. Newham, Relief Camp. England. Printer, 1 month.

CANADIAN ASSOCIATION OF SEAMEN—*Continued*

COOKS AND STEWARDS

Showing name, address, where born, rating and experience

- C. Nuttall, 1363 Howe St. Canada. Steward, 3 months.
H. Hdlum, 1453 Walnut St. Canada. Steward, 7 months.
L. W. Patience, 240 15th Ave. New West. Canada. Steward, 4 months.
W. Parcels, 1537 Pendrell St. England. Purser, 20 months.
E. C. Pitman, 1165 Nelson St. England. Steward, 10 months.
R. D. Patterson, 125 Richmond St. N.W. Canada. Steward, 3½ months.
D. R. Pollock, 1027 McGaskill St. V. Canada. Steward, 5 months.
R. W. Preston, 1216 Alberni St. Scotland. Steward, 3 months.
J. Ray, 917 17th St. N. W. Canada. Porter, 2 years.
N. Mc. McNie, 5051 Granville St. Scotland. Steward, 2 months.
F. MacPherson, Sherman, B.C. England. Steward, 3 years.
R. Main, 1115 Pender St. W. England. Steward, 24 years.
G. E. Mallory, % U.S.S. Co. Canada. Steward, 2 years.
F. Mankin, 1742 Robson St. England. Steward, 6 years.
J. A. Mann, 2764 E. 27th Ave. England. Steward, 14½ years.
G. C. Mangels, 1424 Broadway East. England. Steward 21 years.
W. Manley, 2824 Oxford St. England. Steward, 10 years.
G. C. Marshall, 539 7th St. E. N. Van. England. Steward, 12 years.
H. S. Meers, % Leland Hotel. Canada. Steward, 3 years.
B. Miller, 2305 Main St. Canada. Steward, 2 years.
T. A. Metcalf, 3890 Hudson Ave. Canada. Steward, 5 years.
J. Miller, % Strathcona Hotel. Canada. Steward, 3 months.
D. R. McLeod, 439 East 3rd N. Van. Scotland. Steward, 3 months.
A. McLeman, % C.P.S.S. Co. Canada. Steward, 8 years.
R. D. Bristowe, 83 Pender St. W. England. Steward, 7 years.
A. Falka, % Astoria Hotel. Wales. Steward, 4 years.
F. Schulstad, Driard Hotel. Canada. Steward, 6 years.
R. Turner, 1067 Melville St. Canada. Steward, 1 year.
W. Warner, 1230 Nelson St. England. Butcher, 14 years.
E. F. Whymark, 1620 McLean Dr. England. Steward, 12 years.
H. Wilson, 1051 Eveligh St. England. Steward, 6 months.
P. K. Wilson, 780 12th E., N. Van. England. Steward, 4 years.
J. E. Wolstenholme, 1911 3rd Ave. W. U.S.A. Steward, 5 years.
S. F. Sweezey, 5 West Hastings St. Canada. Pantryman, 3 years.
C. Bernard, 344 East Hastings St. Canada. Cook, 1 year.
J. R. MacDonald, 8569 Hudson St. Canada. Chief Steward, 13 years.
R. Stanwick, 112 Robson St. Canada. Butcher, 3 years.
T. Darwin, % Glenaird Rooms. England. Steward, 1 year.
R. Meirte, % Rexmere Rooms. Belgium. Baker, 7 years.
R. W. Fontaine, 810 Thurlow St. U.S.A. Steward, 2 years.
W. C. Carroll, 938 Howe St. England. Steward, 6 months.
T. Hudson, 949 Hornby St. England. Steward, 6 years.
A. Purss, 1184 Nelson St. Canada. Porter, 4 years.
J. Ward, 1018 Granville St. Canada. Steward, 5 years.
W. Brander, 1112 Robson St. Scotland. Steward, 4 years.
R. H. A. Church, 1058 West Pender. Canada. Steward, 4 years.
V. Renser, 1050 Alberni St. Germany. Saloon boy.
C. Smith, 783 Homer St. Canada. Cook, 27 years.
W. J. Tate, % Royal Hotel. Canada. Cook, 2 years.
J. R. Caverly, 1816 Victoria Dr. England. Steward, 2 years.
G. Blythe, 340 Cambie St. Canada. Steward, 2 years.
D. I. MacGregor, 104 Esmond Ave. Canada. Porter, 6 months.
E. McHugh, % Dufferin Hotel. Scotland. Steward, 2 years.
R. McHugh, 2117 1st Ave. E. Scotland. Steward, 2 years.
S. J. D. McKee, 1820 Waterloo Road. Canada. Steward, 6 years.
C. H. McKinnon, 947 Nicola St. Canada. Steward, 4 years.
F. Reck, 1118 Barclay St. England. Porter, 9 years.
C. W. Reed, 101 6th Ave. East. England. Steward, 12 years.
O. Regan, 501 Burrard St. Canada. Steward, 7 years.
T. Ritchie, 1125 14th Ave., E. Scotland. Steward, 16 years.
C. Town, % St. Helen's Hotel. Canada. Steward, 18 years.
D. Taylor, 1525 Yew St. Canada. Steward, 3 months.
B. Sullivan, 1520 Argyle Ave. W.V. Canada. Steward, 6 months.
W. F. Smith, 1333 Bidwell St. England. Cook, 20 years.
L. Smith, 1168 Nelson St. England. Porter, 4 years.
W. Sinclair, 4597 Marine, N.W. Canada. Steward 4 years.

CANADIAN ASSOCIATION OF SEAMEN—*Continued*

COOKS AND STEWARDS

Showing name, address, where born, rating and experience

- G. Sinclair, 2606 Glen Drive. Scotland. Steward, 5 years.
 A. F. Sharp, 35 5th Avenue East. England. Mess Boy, 10 months.
 W. Ramsay, 500 Alexander St. Scotland. Steward 7 years.
 H. Bevans, 1275 Haro St. U.S.A. Steward, 2 years.
 E. Byrne, 1643 Haro St. Ireland. Steward, 14 years.
 G. Kerr, 1220 Alberni St. Canada. Steward 2 years.
 H. Robertson, 123 Powell St. Scotland. Steward, 14 years.
 A. Buller, 650 12th Ave., E. England. Steward 4 years.
 J. McGinnis, 1112 Comox St. Canada. Cook, 5 years.
 B. Powell, Vernon, B.C. Canada. Steward, 8 months.
 E. Pickering, 4761 Spencer St. Canada. Saloonman, 2 years.
 A. Pearce, 6380 Sophia St., Canada. Steward, 4 years.
 C. Pardoe, 1036 Barclay St. England. Steward, 10 years.
 P. Pitts, 971 23rd Ave. E. Canada. Steward, 4 years.
 W. Pritchard, 1635 E. 21st Ave. England. Steward, 3 years.
 J. Ritchie, 947 Nicola St. Scotland. Steward, 3 years.
 J. Roberts, B.C.C.S., Van. Canada. Steward, 4 years.
 W. Robinson, Manhattan Apt. England. Steward, 5 years.
 C. Robson, 2379 Jefferson Ave. W. Canada. Steward, 5 years.
 W. Riddell, Vancouver. Steward. Scotland, 4 years.
 C. Robinson, 4784 Thurlow St. Canada. Steward, 4 years.
 R. Rodden, no fixed address. Canada. Steward, 6 years.
 F. Reck, 1118 Barclay St. England. Steward, 8 years.
 C. Stephens, 710 Cambie St. Canada. Steward, 4 years.
 P. Stanton, 1817 Commercial Dr. England. Bellman, 7 years.
 S. Spragg, 652 Hamilton St. England. Cook, 35 years.
 W. Spurr, 1028 Pender St. W. Canada. Steward, 4 years.
 S. Sprately, 2470 E. 29th Ave. England. Messboy, 1 year.
 H. Towers, 159 Williams St. Canada. Steward, 11 years.
 R. Townsend, U.S.S. Co. Ltd. England. Steward, 16 years.
 C. Tabb, 446 E. 6th Ave. England. Steward, 8 years.
 W. Thompson, 927 Pender St. W. Ireland. Steward, 1 year.
 F. Thurich, Sterling Hotel. England. Steward, 3 years.
 H. Thompson, 1042 Melville St. Scotland. Steward, 2 years.
 A. Tague, no fixed address. Ireland. Steward, 10 years.
 R. Tottenham, 107 1st Ave. W. Scotland. Steward, 4 years.
 C. Towers, 1591 Williams St. Canada. Steward, 10 years.
 W. Towers, 1591 Williams St. Canada. Steward, 9 years.
 J. Thomson, Nanaimo, B.C. England. Steward, 10 years.
 F. Vigar, 309 Pender St. W. England. Steward, 15 years.
 J. Webb, no fixed address. England. Steward, 1 year.
 A. Wentz, 2154 5th Ave. E. Canada. Steward, 6 years.
 W. Whitelaw, Bowen Island, B.C. Canada. Steward, 6 years.
 G. Wren, 1050 Howe St. Canada. Steward, 3 years.
 Wm. Young, 1118 Barclay St. Scotland. Steward, 12 years.
 F. Steadman, 865 11th Ave. Nor. Van. Eng. Steward, 13 years.
 C. Sturgeon, 5793 Flemming St. Canada. Steward, 12 years.
 L. Shaw, Canada Hotel. England. Steward, 2 years.
 M. Saunders, 925 Granville St. England. Steward, 4 years.
 D. Sullivan, 308 Pender St. W. Ireland. Steward, 7 years.
 F. Sturdock, Driard Hotel. England. Steward, 1 year.
 A. Sturrock, Burrard Hotel. Scotland. Steward, 25 years.
 P. Smith, 1150 Davis St. Canada. Steward, 19 years.
 J. Stewart, 2615 York St. Canada. Steward, 6 years.
 A. Tabb, 1353-9th Ave. E. England. Steward, 24 years.
 J. McCaherty, 2239 Pine St. Ireland. Steward, 2 years.
 J. Templeton, no fixed address. England. Cook, 11 years.
 M. Murphy, 1041 Robson St. Canada. Chef, 8 years.
 J. McLaren, Balmoral Hotel. Scotland. Cook, 25 years.
 A. Baldwin, 655 Robson St. Canada. Steward, 5 years.
 D. Duggan, no fixed address. England. Steward, 2 years.
 W. Deane, Driard Hotel. Scotland. Cook, 6 years.
 J. Finis, 2351 Quebec St. England. Cook, 8 years.
 J. Owens, 172-4th Ave. W. Malta. Cook, 20 years.
 T. Woodcock, 1120 Pender St. W. Canada. Steward, 4 years.

CANADIAN ASSOCIATION OF SEAMEN—*Continued*

COOKS AND STEWARDS

Showing name, address, where born, rating and experience

- W. Meredith, 1623-18th St. E. Norvan. England. Steward, 12 years.
 G. Thombrough, 1176 Granville St. Canada. Cook, 15 years.
 D. Allan, 1826 Nelson St. England. Steward, 2 years.
 H. Yeadun, Victoria, B.C. Canada. Steward 6 years.
 G. Jerrep, no fixed address. Ireland. Cook, 22 years.
 W. Cross, no fixed address. Canada. Steward, 10 years.
 G. Cathcart, 1322 Pender St. W. England. Steward, 28 years.
 A. Dixon, North Vancouver. England. Steward, 2 years.
 J. Dempster, 4774 Victoria Rd. Scotland. Steward, 4 years.
 W. Bird, 1529 Pender St. W. Canada. Cook, 7 years.
 T. Bowers, 334 Dunsmuir St. England. Cook.
 D. Bellamy, Broadway Hotel. England. Steward, 12 years.
 J. Hamlin, 1556 Barclay St. Canada. Cook, 5 years.
 J. Gurmont, 1569-10th Ave. E. Canada. Steward, 14 years.
 M. Guyot, 1148 Burnaby St. Australia. Steward, 12 years.
 H. Hagerman, 1340 Fatswood Dr. Canada. Steward, 4 years.
 D. Hammill, 2749 Carolina St. Ireland. Steward, 4 years.
 A. Hamilton, 1125 Duchess Ave. W. Vancouver. Ireland. Steward, 15 years.
 R. Hampyon, 975 Nicola St. Canada. Steward, 17 years.
 A. Hancock, no fixed address. Australia. Steward, 15 years.
 C. Hardsworth, 2737-2nd Ave. E. England. Steward, 16 years.
 R. Hatch, 1220 Barclay St. Canada. Steward, 15 years.
 F. Hamkins, 222 Keefer St. England. Steward, 1 year.
 R. Barron, 1535 Woodland Dr. England. Steward, 3 years.
 R. Henderson, 734 Helmcken St. Scotland. Steward, 5 years.
 J. Henney, 4200 St. Catherine St. Scotland. Steward, 6 years.
 J. Hill, 1150 Robson St. Canada. Steward, 6 years.
 G. Heatly, 5538 Chester St. Canada. Steward.
 J. Holden, 2758 Franklin St. England. Steward, 20 years.
 J. Holland, 1115 Pender St. W. England. Steward, 11 years.
 G. Hood, 1330 Cypress St. Canada. Steward, 14 years.
 A. Hooper, Sailors' Home. England. Steward, 3 years.
 J. Castle, Albany Hotel. England. Cook, 9 years.
 C. Hughes, no fixed address. England. Steward, 3 years.
 J. Mines, 674 Kingsway. Canada. Steward, 11 years.
 P. Robinson, 551 Richard St. Canada. Steward, 6 years.
 D. Trembley, 75-8th Ave. E. Canada. Baggage-man, 1 year.
 P. Rowland, Blenheim Court. Scotland. Steward, 12 years.
 J. Hughes, 810 Hamilton St. England. Steward, 20 years.
 E. Hume, 3102-4th Ave. E. Ireland. Steward, 3 years.
 H. Image, 172 Kings St. England. Steward, 10 years.
 J. Murray, 674 Cardero St. England. Butcher, 15 years.
 E. Elliott, 2749 E. 10th Ave. U.S.A. Steward, 4 years.
 N. Irving, 974 Cardero St. Canada. Steward.
 J. Jarvis, 333 Mahon Ave., Norvan. Canada. Steward, 1 year.
 E. Jepson, 2519 Chilbun St., Vict. Canada. Steward, 10 years.
 E. Johnson, no fixed address. Denmark. Steward, 12 years.
 P. Jones, 416-16th Ave. W. England. Steward, 20 years.
 W. Jordan, 962 Cloverdale Ave. England. Steward, 30 years.
 C. Heating, 4890 McKenzie St. Australia. Steward, 6 years.
 H. Keen, 4125 Douglas Rd. Canada. Steward, 5 years.
 J. Kun, 1140 Granville St. Germany. Steward, 1 year.
 K. Lawrie, 2625-15th Ave. W. Scotland. Steward, 1 year.
 B. Lee, 4598 Moss St. England. Steward.
 F. Lee, 591 Burrard St. Canada. Steward, 1 year.
 A. Leishman, 1915 Haro St. Canada. Steward, 5 years.
 L. Leishman, 1915 Haro St. Canada. Steward, 5 years.
 J. Lockwood, 1230 Nelson St. England. Pantryman, 2 years.
 G. Lonzie, Gifford Hotel, Australia. Steward, 1 year.
 C. Luckhan, 3950 Peterson Ave. Canada. Steward, 12 years.
 A. Lyness, Leland Hotel. U.S.A. Steward. 2 years.
 W. McCloskey, 4118 W. 12th Ave. Canada. Steward, 5 years.
 W. McConnell, Grandview Hotel. Ireland. Steward, 12 years.
 A. McDonald, Alcazar Hotel. Canada. Steward, 7 years.
 F. Donnell, 448 W. 21st Ave. Scotland. Steward, 15 years.
 J. Donnell, 332 Gore Ave. Australia. Steward, 2 years.

CANADIAN ASSOCIATION OF SEAMEN—*Continued*

COOKS AND STEWARDS

Showing name, address, where born, rating and experience

- H. Brooder, Crosby Rooms. Australia. Steward, 10 years.
 G. McDermott, 212 27th St. E. Norvan. Canada. Steward, 3 years.
 R. Allan, 2204 Stephens St. Canada. Steward, 6 months.
 L. Alston, 907 Dublin St. Canada. Steward, 6 months.
 A. Anderson, 2434 6th Ave. W. Newfoundland. Steward, 6 years.
 E. Anderson, 2485 8th Ave. W. Newfoundland. Steward, 7 years.
 H. Astley, 3950 York St. England. Steward, 3 years.
 A. Atwell, 70 49th Ave. E. England. Steward, 10 years.
 A. Baker, 3481 King Edward E. Canada. Steward, 4 years.
 B. Batter, 3086 Gravely St. Australia. Steward, 3 years.
 A. Beckett, 4835 5th Ave. E. England. Steward, 5 years.
 H. Blinkhorn, 1836½ Alberna St. Canada. Steward, 6 years.
 L. Bowen, No fixed address. Vancouver. Steward, 4 years.
 H. Brown, 516 E. 10th Ave. Canada. Steward, 2 years.
 H. Bullen, Lethbridge Apts. Vic. Canada. Steward, 5 years.
 P. Burgess, Alcazar Hotel. England. Cook, 12 years.
 A. Campbell, 5828 Sophia St. Scotland. Steward, 3 months.
 R. Cameron, 110 Hastings St. E. Scotland. Steward, 1 year.
 B. Good, 7081 27th Ave. W. Canada. Steward, 7 years.
 C. Ewen, 3994 Beatrice St. Canada. Steward, 6 months.
 W. Ferier, 350 E. 15th Ave. Scotland. Steward, 5 years.
 L. Fiddess, 246 18th Ave. E. England. Steward, 14 years.
 J. Fischer, 611 Robson St. Switzerland. Pantryman, 5 years.
 R. Flemming, No fixed address. Canada. Steward, 4 years.
 J. Tobes, 788 E. 21st Ave. Scotland. Steward, 2 years.
 J. Fox, 2126 15th Ave. W. England. Steward, 4 years.
 R. Tyle, Alberta Rooms. Wales. Steward, 1 year.
 J. Gerathy, 878 17th Ave. W. Canada. Steward, 4 years.
 H. Gillies, 2146 W. 1st Ave. Canada. Steward, 4 years.
 H. Gillies, 2146 W. 1st Ave. Scotland. Steward, 1 year.
 J. Glaney, No fixed address. Scotland. Steward, 1 year.
 W. Goldsmith, 923 Pender St. W. England. Steward, 7 years.
 P. Gross, 1184 Nelson St. England. Steward, 22 years.
 W. Cannon, 1115 Pender St. W. Australia. Steward, 23 years.
 L. Cassidy, 884 Howe St. Canada. Steward, 1 year.
 E. Charters, 1127 Hornby St. Canada. Steward, 1 year.
 J. Christoffel, 3172 7th Ave. W. Switzerland. Cook, 4 years.
 E. Collins, 1184 Nelson St. England. Steward, 8 years.
 C. Cornwall, 4527 10th Ave. W. U.S.A. Steward, 4 years.
 R. Chenoske, 858 32nd Ave. E. Canada. Steward, 2 years.
 J. Cuthbert, Victoria. B.C. Scotland. Steward, 6 years.
 N. Dairdson, No fixed address. Canada. Steward, 11 years.
 J. Davis, 2343 Yew St. Canada. Steward, 4 years.
 F. Dickson, 3206 Buckingham Ave. Canada. Steward, 6 years.
 A. Dumont, 1565 10th Ave. E. Canada. Steward, 15 years.
 B. Duffy, 925 Granville St. Scotland. Steward, 3 years.
 F. Dumont, 1565 10th Ave. E. Canada. Steward, 12 years.
 S. Craig, 500 Alexander St. Ireland. Steward, 6 years.
 J. Chase, 504 E. Hastings St. Canada. Steward, 1 year.
 F. Dewitt, 2436 W. 12th Ave. U.S.A. Steward, 2 years.
 A. Dedrick, 4197 Johns St. Canada. Steward, 4 years.
 W. Dickson, No fixed address. England. Steward, 3 years.
 S. Drinkall, Dufferin Hotel. Canada. Steward, 2 years.
 C. Dale, 2234 York St. England. Steward, 1 year.
 J. White, 551 Richards St. Germany. 1 year.
 A. Wennberg, 1965 36th Ave. E. Norway. 6 months.
 W. M. Wade, 276 19th Ave. E. Canada. 1 year.
 L. Walman, 4276 10th Ave. E. Canada. Messman, 6 months.
 A. J. Adams, c/o Seamen's Institute. England. Steward, 4 years.
 T. Andrews, 2217 6th Ave. W. Scotland. Cook, 15 years.
 G. A. Butt, 123 Powell St. England. Cook, 8 years.
 F. J. Brown, 1158 Davie St. Canada. Messman, 2 months.
 C. W. Campbell, 617 Hamilton St. Canada. Cook, 1½ years.
 A. Collier, 1729 Robson St. Spain. Steward, 12 years.
 T. E. Daniels, 949 Homer St. U.S.A. Checker, 9 months.

CANADIAN ASSOCIATION OF SEAMEN—*Concluded*

COOKS AND STEWARDS

Showing name, address, where born, rating and experience

- J. Darling, 1112 Broughton. Canada. Bell boy, 3 months.
 J. W. Faulkner, Van. % General Delivery, B.C. Canada. Cook, 7 years.
 J. Furguson, 1616 Alberni St. Canada. Mess boy, 3 months.
 G. J. Gilman, % P.O. Sidney, B.C. Canada. Mess boy, 3 months.
 H. Hauser, 1256 Pender St. W. Australia. Steward, 4 years.
 W. T. Jasper, 1034 7th Ave. Canada. Cook, 6 years.
 J. Jennings, 927 Pender St. W. Canada. Cook, 1 year.
 H. F. Kenward, 854 Bidwell St. England. Cook, 4 years.
 G. Koculyn, 1008 Eveleigh. Poland. Steward, 1 year.
 F. M. Letoir, 864 Richards St. Canada. Steward, 1½ years.
 F. Lines, 344 Kingsway. England. Cook, 20 years.
 E. E. Lund, 1374 Robson. Born U.S.A. Mess boy, 3 months.
 J. B. McDonald, 1301 Davie St. Canada. Cook, 9 years.
 J. A. McDonald, 1301 Davie St. Canada. Bell boy, Hotel exp.
 R. M. MacDonald, 1137 Pendrell St. Canada. Bell boy, Hotel exp.
 J. MacPhail, 1803 12th Ave E. Scotland. Cook, 40 years.
 R. MacPhail, 1803 12th Ave. E. Canada. Mess boy, 1 year.
 L. Managoes, 4910 Hasting's St. E. Greece. Hotel exp. and 6 months on ship.
 A. V. Maxwell, 998 Richards St. Canada. Baker, 9 months.
 T. G. S. Mills, 3647 Main St. England. Mess boy, 6 months.
 F. R. North, 596 18th Ave. W. England. Cook, 8 years.
 E. Perry, c/o Seamen's Institute. England. Chief steward, 20 years.
 C. E. Peer, 1374 Robson St. U.S.A. Cook, 1 year.
 E. S. Paone, 1342 20th Ave E. Canada. Bell boy, Hotel exp.
 H. E. Robertson, 2763 Cambridge St. England. Cook, 26 years.
 G. P. Root, 2162 7th Ave W. England. Steward, Club exp.
 C. H. Ross, 1054 12th Ave. W. Canada. 2nd butcher.
 D. Schindell, 7737 Main St. Canada. Saloon boy, Hotel exp., also 7 years.
 A. J. Short, 1516 Salisbury Dr. South Africa cook, 5 years.
 N. V. Towers, 5744 Dunbar Kerr. England. Cook, 5 years.
 J. F. Towers, 5744 Dunbar Kerr. England. Cook, 14 years.
 P. Wittaker, % Pacific Coyle Nav. Co. England. Cook, 18 years.
 F. G. Wilson, 800 Hasting's St. E. Canada. 2nd cook, 18 months.

UNEMPLOYED SEAMEN IN B.C.

Showing name, address, and rating

1933-34 CENSUS

- L. Ashworth, Reco Hotel. A.B.
 T. Anderson (L.C.), Beatrice St. Deckhand.
 W. Alston, 907 Dublin St. Deckhand.
 E. Anderson, 461 Keefer St. A.B.
 R. Adams, 753 Prior St. Deckhand.
 J. Barr (L.C.), Grosvenor Hotel. A.B.
 D. Brown, 220 Alexander St. Deckhand.
 A. Barned, 220 Alexander St. Deckhand.
 W. Barbbbrick (L.C.), Gray Court Hotel. A.B.
 J. Bye, 1001 Main St. Deckhand.
 E. Blades (N.W.), 709 Nicola St. A.B.
 R. Brown, 2237 Commercial Drive. A.B.
 A. Bell, 1175 Duchess Ave. A.B.
 J. Bruce, 461 Keefer St. A.B.
 G. Blakely, No fixed address. Deckhand.
 D. Boyd (L.C.), 500 Alexander St. A.B.
 O. Bjorndale (N.W.), Cambie Rooms. A.B.
 V. Ballati, 3244 3rd Ave. W. Deckhand.
 W. Byrnes (E.C.), 1173 W. Hastings St. Bosun.
 S. Bingham, 766 31st Ave. E. Deckhand.
 D. Connell, 51 11th Ave. A.B.
 J. Currie, 523 Hamilton St., A.B.
 L. Cushing (N.W.), 2335 6th Ave W. Q.M.
 J. Campbell, 440 12th Ave. E. A.B.
 J. Clark (N.W.), 259 2nd Ave. W. Q.M.
 G. Campbell, 177 W. Pender St. Deckhand.

UNEMPLOYED SEAMEN IN B.C.—*Continued*

Showing name, address; and rating

1933-34 CENSUS

W. Campbell, 2359 Hastings St. E. Deckhand.
 J. Campbell, City Hotel. Deckhand.
 J. Christensen (L.C.), 177 Pender St. W. A.B.
 E. Casserly, 334 Dunsmuir St. Deckhand.
 F. Campbell, 149 Hastings St. E. A.B.
 J. Craiddallie (N.W.), Canada Hotel. Deckhand.
 G. Catterall, 1012 Denman St. Deckhand.
 B. Crowell (N.W.), 1257 12th Ave. W. Winchman.
 J. Davidson, 1822 1st Ave. E. A.B.
 C. Duffield, 1121 Hastings St. W. Q.M.
 H. Deagle, 809 Helmcken St. Deckhand.
 C. Dinsdale, 540 Thurlow St. Deckhand.
 F. Devine, 983 Howe St. A.B.
 D. Dekker, 1744 18th Ave. E. A.B.
 E. Ellison, 177 Pender St. W. Deckhand.
 D. Eastman, Invermay Hotel. Mate.
 R. Eastwood, Carleton Hotel. Deckhand.
 C. Edmunds, 1120 Pender St. W. Deckhand.
 R. Fraser, 2449 6th Ave E. Deckhand.
 J. Fraser, 3129 Venables. Deckhand.
 D. Flynn (N.W.), 3324 Napier St. A.B.
 B. Fry, 3236 11th Ave W. Deckhand.
 O. Folavancy (L.C.), Broadway Hotel. Deckhand.
 J. Gjerde (L.C.), 1612 8th Ave. E. Deckhand.
 D. Gallop (L.C.), 637 Seymour St. A.B.
 M. Goudy (N.W.), 1331 71st Ave. W. A.B.
 J. Galbraith (N.W.), 1157 Cordova St. A.B.
 C. Green, 3311 Windsor St. A.B.
 G. Georgeson, 2989 Harwood St. Deckhand.
 W. Green, 350 6th Ave. E. Deckhand.
 J. Horne (N.W.), Columbia Hotel. Deckhand.
 J. Harrison, 1427 Kamloops St. Deckhand.
 T. Hardy, 1174 Alberni St. Deckhand.
 F. Harnett, Toronto Apts. Deckhand.
 Theodore Holmes, 43 Powell St. Deckhand.
 R. Harrop, 553 Hamilton St. Deckhand.
 F. Hart, 4219 Beatrice St. Deckhand.
 K. Halvorsen, 635 W. Hastings St. Deckhand.
 W. Hayes, No fixed abode. Deckhand.
 C. Harrington (N.W.S.), 1115 Pender St. W. Deckhand.
 A. Illingsworth (L.C.), 2029 13th Ave. E. Deckhand.
 H. Jorgeson, 2866 12th Ave. W. Deckhand.
 C. Jacobson (N.W.), 1810 Cedar St. Deckhand.
 G. Johnson, 431 Princess Ave. Deckhand.
 P. Johnson, no fixed address. Deckhand.
 P. Kenny, 1003 McLean Drive. A.B.
 F. Keath (too old), 210 Abbott St. Deckhand.
 K. King, 4234 John St. Deckhand.
 A. Knudsen (N.W.), 1170 Robson St. Deckhand.
 E. Kermode, Gordon Head Road, Victoria. Deckhand.
 H. Langman (L.C.), 233 Abbott St. Bosun.
 C. Lieuwen, 1173 Hastings St. W. Lost at sea. Bosun.
 F. Low (L.C.), 3759 Lanark St. Deckhand.
 C. McCurhan, 500 Alexander St. Deckhand.
 J. McTaggart (sick), 2198 43rd Ave. W. Not able any more to go to sea. Deckhand.
 J. McLean, 4282 Perry St. Deckhand.
 J. Moncrieff (L.C.), 500 Alexander St. Deckhand.
 L. Marple (N.W.), 936 Granville St. Q.M.
 D. Macaskill (N.W.), 1355 14th Ave. E. A.B.
 D. McKinnon, 1767 35 Ave. E. A.B.
 A. Macaskill (N.W.), 1615 8th Ave. E. A.B.
 A. Mowat, 1851 10th Ave. E. A.B.
 P. McLeod, 2371 30th Ave. E. A.B.
 J. McKinnon, 4038 Keefer St. A.B.
 J. McIntyre, Owen Bay. Bosun.
 J. Murray (E.C.), Melbourne Rooms. A.B.

UNEMPLOYED SEAMEN IN B.C.—*Continued*

Showing name, address, and rating

1933-34 CENSUS

- A. McGinnis, 1355 14th Ave. E. Q.M.
 A. McKenzie (E.C.), 1350 Williams St. Deckhand.
 G. Miller, 2555 16th Ave. W. Deckhand.
 J. McDonald, 322 7th Ave. E. A.B.
 A. McNeil (L.C.), Silver Rooms. Deckhand.
 P. Vaage (L.C.), 865 Hastings St. E. Deckhand.
 P. Walsh, 3678 Knight Road. A.B.
 A. Whalberg (dead), 204 Glen Drive. A.B.
 T. White, 2724 15th Ave. E. A.B.
 G. Wright, 8775 Lanark St. A.B.
 C. Walker (L.C.), 570 Prior St. A.B.
 H. Williams, 645 Main St. A.B.
 H. Wilhelmsen (N.W.), 335 9th St. NW. A.B.
 C. Westover, no fixed address. A.B.
 J. Wright, Columbian Hotel. Bosun.
 G. Wylie (L.C.), 290 24th Ave. E. A.B.
 A. Young, 349 Georgia St. E. A.B.
 H. King, 1115 Pender St. W. Deckhand.
 H. Harrison (no good), Olympic Apts. Ship's carpenter.
 Leonard Clarke, 145 48th Ave. E. A.B.
 E. Perkis, 518 Seymour St. A.B.
 B. Miller, 2305 Main St. Deckhand.
 D. Kerr, no fixed address. A.B.
 C. Carling, 732 9th Ave. E., North Van. A.B.
 L. Caldwell (E.C.), Maple Hotel. Deckhand.
 D. McKenzie, 203 Main St. A.B.
 G. Marsh, Main St. A.B.
 J. Watson, no fixed address. A.B.
 P. Kelley, Maple Hotel. A.B.
 G. Weir (E.C.), no fixed address. A.B.
 J. Lucas, no fixed address. A.B.
 H. Lomas (N.W.), 656 Pender St. W. A.B.
 E. Roose, no fixed address. A.B.
 O. Hardy (N.W.), 1147 Pendrille St. A.B.
 F. Fiddes, Afton Rooms. A.B.
 D. King, no fixed address. A.B.
 J. Thompson, no fixed address. A.B.
 C. Hassen (L.C.), 506 Hornby St. A.B.
 D. Johnstone, no fixed address. Deckhand.
 A. Macaulay, no fixed address. A.B.
 J. Douglas, no fixed address. A.B.
 D. Stark (N.W.), no fixed address. A.B.
 D. McLair, no fixed address. A.B.
 L. Harris, Powell St. A.B.
 J. Wadden, Columbia Hotel. A.B.
 A. McLean, 778 25th Ave. E. A.B.
 C. Clayton (E.C.), 1173 Hastings St. W. Deckhand.
 G. Miller (L.C.), Sailors' Home. A.B.
 A. Jones, Powell St. A.B.
 R. Leinster, Strand Rooms. A.B.
 M. Burrows, Sailors' Home. Bosun.
 P. Elliott, Jackson St. A.B.
 T. Carter, Hastings St. A.B.
 J. Davy, no fixed address. A.B.
 J. King, Grand Union Hotel. A.B.
 R. McKendry, 530 Burrard St. A.B.
 P. Moffat (N.W.), 316-27th Ave. E. Deckhand.
 J. Marron, 245-16th St., North Van. Deckhand.
 N. McInnes, 1355-14th Ave. E. Quarterdeckman.
 W. McFatridge, Columbia Hotel. A.B.
 D. Martin, London Hotel. Quarterdeckman.
 R. McLeese, 358-59th Ave. E. Deckhand.
 V. McFadden, 334 Dunsmuir St. Deckhand.
 L. Murray, Sailors' Home. A.B.
 A. McLaughlin, 4163 Elgin St. Deckhand.
 A. McLeod, 332-7th Ave. E. A.B.

UNEMPLOYED SEAMEN IN B.C.—*Continued*

Showing name, address, and rating

1933-34 CENSUS

L. McKillop, 1222-22nd Ave. E. A.B.
 D. MacKillop, 4471 Harriet St. Lookout man.
 L. Olsen, 2754-6th Ave. E. A.B.
 W. Oliver, 315 Nootka St. A.B.
 O. Olsen, 472 Alexander. A.B.
 O. Olsen, 2754-6th Ave. E. A.B.
 J. Olsen, 1920 Charles St. Deckhand.
 J. O'Donnell (N.W.), 2753 Adanac St. A.B.
 W. Earce, no fixed address. A.B.
 V. Piper, 533-24th Ave. E. A.B.
 A. Patterson, 4776 Little St. Deckhand.
 A. Pamphlet, 322-6th Ave. W., North Van. Deckhand.
 F. Phillips, 1822-1st Ave. E. A.B.
 E. Roulston, 208 Powell St. A.B.
 W. Rogers, St. Regis Hotel. A.B.
 P. Rutherford (N.W.), 1625-6th Ave. W. A.B.
 G. Reid, 1259 Georgia St. W. A.B.
 L. Roberts, Esquimalt, B.C. A.B.
 N. Rasmussen (N.W.), 461 Keefer St. A.B.
 A. Reed, 2553 Adanac St. A.B.
 W. Rice, 212 Simcoe St., Victoria. A.B.
 J. Ritchie, 5820 Joyce Rd. A.B.
 C. Strachan, 430-11th Ave. E. A.B.
 G. Smith, 4803 Lanark St. A.B.
 D. Smith, 442-24th Ave. E. A.B.
 R. Smith, 1412 Alberni St. A.B.
 A. Sorensen (L.C.), 143 Cordova St. Ship's carpenter.
 W. Smith, no fixed address. A.B.
 A. Salvesen, 1670-29th Ave. E. Deckhand.
 S. Smith, 1173 Hastings St. W. A.B.
 R. Smailes, Hazelwood Hotel. A.B.
 R. Stark (N.W.), 6670 Yew St. A.B.
 J. Stein, 3242 Venables St. A.B.
 L. Stephenson, 2257 Oxford St. A.B.
 G. Simpson, 1823 Parker St. Deckhand.
 D. Tyrer, no fixed address. Q.M.
 F. Taylor, no fixed address. A.B.
 J. Thompson, 3655-27th Ave. W. A.B.
 W. Hemming, Robson St. A.B.
 D. Muir, Colonial Rooms. A.B.
 J. Bell, Terminal Hotel. A.B.
 J. Burrows, Sailors' Home. Bosun.
 J. Ivers (L.C.), Sailors' Home. A.B.
 H. Daly, no fixed address. A.B.
 F. McWhinnie (N.W.), 1935-10th Ave. E. Fireman.
 W. Mawhinney, 500 Alexander St. Oiler.
 J. McHugh, 558 Hornby St. Fireman.
 A. Naden, 149 Hastings St. Fireman.
 J. Ojala, Cobalt Hotel. Fireman.
 E. O'Pray (L.C.), no fixed address. Fireman.
 G. Powell, no fixed address. Fireman.
 J. Povelich (L.C.), no fixed address. Fireman.
 G. Prezeau, 452-45th Ave. E. Fireman.
 E. Roberts, no fixed address. Donkeyman.
 J. Rennie (N.W.), 1161 Howe St. Fireman.
 J. Ryan, no fixed address. Fireman.
 J. Smith, 344 Kingsway. Fireman.
 D. Skene, 928 Main St. Fireman.
 C. Summers (N.W.), no fixed address. Fireman.
 J. Sullivan, no fixed address. Fireman.
 C. Swanson, R.R. No. 1, Eburne. Donkeyman.
 J. Stell, 980 Nootka St. Fireman.
 G. Will, 208 Vernon Drive. Fireman.
 C. Wharton (E.C.), no fixed address. Fireman.
 S. Woosie, c/o Canadian Legion, Main St. Oiler.
 A. Keogh, no fixed address. Fireman.

UNEMPLOYED SEAMEN IN B.C.—*Continued*

Showing name, address, and rating

1933-34 CENSUS

A. Pollock, no fixed address. Donkeyman.
 J. Hudson, no fixed address. Oiler.
 A. Barton, no fixed address. Oiler.
 H. Smith, no fixed address. Oiler.
 J. Brown, no fixed address. Fireman.
 M. Blake, 535 Hamilton St. Oiler.
 T. O'Brien (L.C.), 535 Hamilton St. Donkeyman.
 J. Malloy, Dunsmuir St. Oiler.
 J. Mack, Carl Rooms. Donkeyman.
 J. McCaskill, Heatly Hotel. Fireman.
 J. Connelly (L.C.), City Mission. Fireman.
 J. Morrissey, Carl Rooms. Oiler.
 P. Smith, Cordova St. Donkeyman.
 T. Snow, 900 Cordova St. Oiler.
 T. Whitfield, Washington Rooms. Fireman.
 T. Osborne, 4th Ave W. Oiler.
 C. Holgate, no fixed address. Fireman.
 G. Hayes, no fixed address. Fireman.
 R. Baidwell, Palace Rooms. Fireman.
 J. Pollie (E.C.), no fixed address. Fireman.
 A. Keogh, no fixed address. Fireman.
 J. McKim (E.C.), Silver Rooms. Fireman.
 G. Goosey, Sailor's Home. Fireman.
 H. Humphries (N.W.), Broadway Hotel. Fireman.
 S. Upton, Denman St. Fireman.
 A. Buxton, 1121 Hastings St. W. Fireman.
 F. Phillips, 22-5th Ave. W. Fireman.
 J. Atkins, 331-11th Ave. E. Fireman.
 H. Anderson, 518 Cordova St. Fireman.
 A. Ashford (N.W.), Invermay Hotel. Fireman.
 J. Ashford (N.W.), Invermay Hotel. Fireman.
 M. Bordell, 638 Prior St. Fireman.
 J. Bowden, 984 Seymour St. Fireman.
 A. Bartlett (N.W.), 472 Alexander St. Fireman.
 J. Bell, Invermay Hotel. Fireman.
 W. Campbell, 1651 E. 14th Ave. Fireman.
 J. Collins, 552 Burrard St. Fireman.
 P. Connors, 1529 Pender St. W. Fireman.
 J. Cottier (L.C.), 663 Cambie St. No Good. Fireman.
 W. Cole, 954-7th Ave. Fireman.
 A. Curran (N.W.), 2535-10th Ave. W. Oiler.
 J. Carlson, Cambie Rooms. Fireman.
 G. Campbell, 1615-14th Ave. E. Fireman.
 A. Cox (Too old), 446-29th Ave. E. Fireman.
 J. Davis, 2325 Hemlock St. Fireman.
 H. Edwards, 3320 Dundas St. Fireman.
 T. Gristbrook, Harbour Rooms. Fireman.
 H. Fraser, no fixed address. Fireman.
 I. Groutte (N.W.), no fixed address. Fireman.
 W. Hasse (L.C.), Silver Rooms. Fireman.
 W. Hastings (L.C.), Regent Hotel. Fireman.
 H. Herman, No fixed address. Fireman.
 G. Hughes, 315 Georgia St. W. Fireman.
 W. Henry (L.C.), 3679 Rumble Rd. Burnaby. Oiler.
 F. Higgins (L.C.), 1260 Melville St. Oiler.
 F. Horton, 507 Main St. Fireman.
 S. Jacobs, No fixed address. Fireman.
 R. Johnson, 5002 Dumphries St. Fireman.
 W. Kinch (C.C.), 696 Powell St. Fireman.
 A. Kedd, 18 20th Ave. E. Fireman.
 E. King, 520 5th Ave. E. Fireman.
 J. Knox (N.W.), 2849 Kathleen Ave. Fireman.
 A. Lafferty, 1206 Pacific St. Oiler.
 J. Lunney, 232 St. Patrick Ave North Van. Fireman.
 W. Lowery (N.W.), No fixed address. Oiler.

UNEMPLOYED SEAMEN IN B.C.—*Continued*

Showing name, address, and rating

1933-34 CENSUS

M. Lawsen (N.W.), No fixed address. Fireman.
 C. Lindsey, 1448 Nelson St. Fireman.
 R. Lewis (L.C.), 2325 Hemlock St. Fireman.
 J. Merifield, 1045 11th Ave. W. Fireman.
 W. McKeown (N.W.), No fixed address. Fireman.
 T. Mason, No fixed address. Fireman.
 G. McIver (N.W.), 537 Kaslo St. Fireman.
 W. Markle (N.W.), 408 Homer St. Oiler.
 A. Mann, 1850 Powell St. Donkeyman.
 N. McKenzie, 1329 15th Ave. E. Oiler.
 D. Dauphine, 509 6th Ave. NWM (W.A.S.). Fireman.
 J. Needham, No fixed address. Fireman.
 J. McDonald, No fixed address. Donkeyman.
 J. Donoghue, No fixed address. Oiler.
 T. Fiscale, 800 Gore Ave. Oiler.
 E. Hill (L.C.), 120 24th Ave. Fireman.
 J. Hill (N.W.), 120 24th Ave. Fireman.
 J. Bourgue (N.W.), No fixed address. Fireman.
 S. Silcock (N.W.), St. Alice Hotel, Nor. Van. Fireman.
 J. Ackerman, No fixed address. Fireman.
 F. Eaton, No fixed address. Fireman.
 J. Bowen, No fixed address. Fireman.
 J. Miller, No fixed address. Fireman.
 J. Cummerford, No fixed address. Fireman.
 J. Wooley, Seamen's Institute (no good). Fireman.
 P. Morrison, No fixed address. Fireman.
 B. Rooney, No fixed address. Fireman.
 A. Karagianis, Seamen's Institute (in navy). Fireman.
 J. Robertson, No fixed address. Fireman.
 J. Murphy, Terminal Hotel. Fireman.
 W. Chapman (L.C.), 500 Alexander St. Fireman.
 A. Karrie, No fixed address. Oiler.
 J. Jones, 215 Templeton Dr. Oiler.
 C. Orchard (N.W.), Sailors' Home. Oiler.
 D. Gallagher, Princeton Hotel. Fireman.
 G. McGill, Richards St. Fireman.
 B. Elport, Princeton Hotel. Fireman.
 J. Higgman, Princeton Hotel. Fireman.
 T. Evans, Queen's Hotel. Fireman.
 C. Wagner (N.W.), No fixed address. Donkeyman.
 J. Leech, Sailor's Home. Fireman.
 M. Burns, Heatly Hotel, Fireman.
 J. Sullivan (N.W.), 2553 Adanac St. Fireman.
 E. Johnson, 1390 Granville St. Fireman.
 F. Galley, Olympic Apts. (Naval Reserve). Fireman.
 W. Robinson, 1530 3rd Ave. W. Fireman.
 E. Clinton, 500 Alexander St. Oiler.
 J. Shields, 500 Alexander St. Fireman.
 J. Bairington, Powell St. Fireman.
 W. Lewis, 42 Cordova St. Fireman.
 E. Ward, Cordova St. Fireman.
 P. Harrigan, Elembro Hotel. Fireman.
 T. Jones, No fixed address. Fireman.
 S. Dixon, Denman St. Fireman.
 T. Fisher (L.C.), Ritz Hotel. Fireman.
 W. Burnett, Astoria Hotel. Fireman.
 A. Williams, Main Hotel. Fireman.
 I. Kearns, 1119 Hornby St. Fireman.
 A. Cox (Too old), 246 29th Ave. E. Fireman.
 J. Weir, Ritz Hotel. Fireman.
 M. Bailey, Water St. Fireman.
 T. Gale, Cordova St. Fireman.
 C. Parsons, City Mission. Fireman.
 M. Lawson, Coal Harbour. Fireman.
 J. Beever, 1226 Cordova St. Fireman.

UNEMPLOYED SEAMEN IN B.C.—*Continued*

Showing name, address, and rating

1933-34 CENSUS

A. Rimmer, No Fixed address. Fireman.
 Y. King, No fixed address. Fireman.
 J. Landiss (No good), Main St. Fireman.
 J. Baldwin, 305 Vernon Dr. Fireman.
 T. Hughes, Pender St. W. Donkeyman.
 W. Munro, 1030 Pender St. W. Fireman.
 J. Thompson, 569 Beatty St. Fireman.
 T. Bowling (L.C.), Cordova St. Fireman.
 P. Boyle, Terminal Hotel. Fireman.
 J. Hutchingson, Powell St. Fireman.
 R. McCann (Too old), No fixed address. Fireman.
 A. Austin, Central Hotel. Fireman.
 J. O'Hallarin (L.C.), 760 Powell St. Fireman.
 A. Smith, City Mission. Fireman.
 A. Kendall (N.W.), 760 Powell St. Fireman.
 A. Crawford (N.W.), Heatly Hotel. Oiler.
 T. Brooks, Sailor's Home. Fireman.
 J. Gunny, Strand Rooms. Fireman.
 P. Duffy (Too old), Lions Rooms. Fireman.
 A. Lafferty, 52 Cordova St. Fireman.
 A. Thompson, 1025 Pender St. W. Fireman.
 C. Chaloner, 1025 Pender St. W. Fireman.
 J. Maitland, Stanley Hotel. Fireman.
 I. Barker (No good), 1568 Charles St. Fireman.
 F. Landry, 1568 Charles St. Fireman.
 P. Bailey, Liones Rooms. Fireman.
 W. Machinney, 875 Richards St. Fireman.
 M. Pearce, Keefer St. Fireman.
 M. Havill, Keefer St. Fireman.
 J. Landy, 1345 Vernon Drive. Fireman.
 H. McKenzie, 1345 Vernon Dr. Fireman.
 J. Beaver, 1115 Georgia St. Fireman.
 G. Sumby (N.W.), 1148 Cordova St. Fireman.
 E. Anderson, 2485 8th Ave. W. Steward.
 L. Alston, 907 Dublin St. N.W.M. Mess Boy.
 D. Allan, 207 Gore Ave. Steward.
 A. Allan, 1826 Nelson St. Cook.
 A. Baker, 3481 King Edward Ave. Steward.
 A. Bird (no good), 514 30th Ave. E. Cook.
 T. Bowers, 334 Dunsmuir St. Cook.
 W. Bater, 3086 Gravelly St. Steward.
 Harry Blinkhorn (N.W.), 1836½ Alberni St. Steward.
 A. Beckett, 483 55th Ave. E. Steward.
 W. Bird, 1529 Pender St. W. Cook.
 T. Brooder, Crosby Rooms, Steward.
 P. Bingham (L.C.), no fixed address. Steward.
 J. Bellemy (too old), Broadway Hotel. Steward.
 R. Chenoski, 858 32nd Ave. E. Steward.
 A. Carrerras, 500 Alexander St. Steward.
 W. Cross (N.W.), no fixed address. Steward.
 A. Collier, 500 Alexander. Steward.
 C. Corwell, 4527 10th Ave. W. Steward.
 W. Canon (no good), 2024 Arbutus St. Steward.
 G. Cathcart (E.C.), 1322 Pender St. W. Steward.
 R. Cameron, Washington Rooms. Steward.
 F. Copper, Oliver Rooms. Steward.
 H. Connor, Sailor's Home. Steward.
 V. Duffy, 925 Granville St. Steward.
 D. Duggan, no fixed address. Steward.
 J. Dempster, 4774 Victoria Drive. Steward.
 A. Dumont, 1565 10th Ave. E. Steward.
 S. Davies, 1119 Hornby St. Steward.
 J. Davis, no fixed address. Steward.
 A. Dixon, St. Alice Hotel, Nor. Van. Steward.
 J. Forbes, 788 21st Ave. E. Steward.
 L. Fidler, 246 8th Ave. E. Steward.

UNEMPLOYED SEAMEN IN B.C.—*Continued*

Showing name, address, and rating

1933-34 CENSUS

W. Flanagan, 828 Hastings St. W. Cook.
 W. Freil, 27 Pender St. W. Cook.
 A. Guyot, 1148 Burnaby St. Steward.
 J. Glancy, no fixed address. Steward.
 W. Grisured (L.C.), 1147 Alberni St. Steward.
 J. Henney, 4200 St. Catherines St. Steward.
 J. Holden, 2758 Franklin St. Steward.
 A. Hamilton, 1125 Duchess Ave. NWM. Steward.
 G. Holland, 1115 Pender St. Steward.
 C. Hughes (E.C.), no fixed address. Steward.
 R. Hearn, 1535 Woodland Dr. Steward.
 H. Image, 172 King's Rd., Nor. Van. Steward.
 W. Jones, 891 Burrard St. Steward.
 E. Jung, Jackson Rooms. Cook.
 R. Jepson, 2519 Chebin St., Victoria. Steward.
 G. Jessop, no fixed address. Steward.
 H. Keen, 5125 Douglas Rd. Steward.
 D. Kipp (N.W.), 25 N. Templeton Dr. Cook.
 R. Keating, 4890 McKenzie St. Steward.
 H. Kenward, 3095 19th Ave. W. Cook.
 J. Keefe, 5242 Quebec St. Steward.
 G. Lawrie, 2625 15th Ave. W. Steward.
 C. Luckham, 3950 Patterson Ave. Steward.
 A. Lyness, Leland Hotel. Steward.
 G. Mansel, 1424 Broadway E. Steward.
 P. Monaghan, 1143 Barclay St. Steward.
 F. McDonald, 448 21st Ave. W. Steward.
 J. McLaren, Balmoral Hotel. Steward.
 H. Meers, Leland Hotel. Steward.
 G. Marshall, 539 7th St. E., Nor. Van. Steward.
 W. Mallroy, 2824 Oxford St. Steward.
 G. Mallory, no fixed address. Steward.
 M. Murphy, 1041 Robson St. Cook.
 D. McDermott, Strand Rooms. Steward.
 S. McKee, 1820 Waterloo St. Steward.
 F. McPherson, no fixed address. Steward.
 P. Morgan, no fixed address. Steward.
 F. Mankin, 1742 Robson St. Steward.
 E. Nunn, 820 Pender St. W. (too old). Cook.
 F. North, 596 18th Ave. W. Cook.
 D. Nelson, 2705 10th Ave. W. Steward.
 G. Newnham (L.C.), no fixed address. Printer.
 J. O'Connor, 1042 Melville St. Steward.
 P. O'Shea, Sailor's Home. Steward.
 W. Pritchard, 1635 21st Ave. E. Steward.
 A. Pearce, 6380 Sophia St. Steward.
 P. Pitts, 971 23rd Ave. E. Steward.
 E. Praeger, 804 Powell St. Steward.
 E. Pickerings, 4961 Spencer St. Steward.
 C. Pardoe, 1036 Barclay St. Steward.
 A. Pearce, 1400 Robson St. Cook.
 W. Rumball, 1580 5th Ave. W. Cook.
 B. Powell, no fixed address. Steward.
 W. Robinson, Manhattan Apts. Steward.
 F. Revk (N.W.), 1118 Barclay St. Steward.
 J. Ritchie, 947 Nicola St. Steward.
 P. Roland, 1061 Alberni St. Steward.
 H. Rawling (L.C.), no fixed address. Steward.
 H. Raby, Strathcona Hotel. Steward.
 D. Sullivan (L.C.), 309 Pender St. Steward.
 F. Stunnoch, Driard Hotel. Steward.
 A. Sturrock, Burrard Hotel. Steward.
 P. Stanton, 1817 Commercial Dr. Steward.
 M. Saunders, 925 Granville St. Steward.
 F. Steadman (L.C.), 865 11th St. Nor. Van. Steward.
 L. Shaw, Canada Hotel. Steward.

UNEMPLOYED SEAMEN IN B.C.—*Concluded*

Showing name, address, and rating

1933-34 CENSUS

L. Shachan, Carleton Hotel. Steward.
 E. Smith, 304 Cordova St. Steward.
 A. Smith, Grandview Hotel. Cook.
 A. Tague, no fixed address. Steward.
 C. Tabb, 446 6th Ave. E. Steward.
 A. Tabb, 1353 9th Ave. Steward.
 R. Townsend, no fixed address. Steward.
 R. Townsend, 108 1st Ave. W. Nor. Van. Steward.
 W. Townsend, 927 Pender St. W. Steward.
 J. Templeton, Sailor's Home. Steward.
 H. Thompson, 1042 Melville St. Steward.
 F. Vigar (L.C.), 309 Pender St. W. Steward.
 A. Van Unen, 1216 Alberni St. Steward.
 G. Wren (N.W.), 1050 Howe St. Steward.
 R. Williams, 1321 Howe St. Steward.
 J. Webb (N.W.), no fixed address. Steward.
 E. Whynark, 1620 McLean Dr. Steward.
 P. Whittaker (N.W.), Strathcona Hotel. Cook.
 T. Woodcock, 1120 Pender St. Messman.
 W. Young (N.W.), 891 Burrard St. Steward.

N.W.—Now working.

L.C.—Left country.

E.C.—Eastern Canada.

N.W.S.—Now working ashore.

N.G.—No good. (These men thus marked are not dependable).

Others, marked too old, are past following the sea.

CANADIAN ASSOCIATION OF SEAMEN

ENGINE DEPARTMENT

Showing name, address, where born, rating and experience

F. F. Stebbings, 126 Powell St. England. Oiler, 10 years.
 J. Ronney, 446 West Pender St. England. Fireman, 4 years.
 C. Townsend, 340 Gamble St. Canada. Fireman, 9 years.
 A. G. Crossley, 491 10th Ave. E. Canada. Coal Passer, 6 months.
 J. C. Woolley, 5078 Gladstone St. England. Fireman, 5 years.
 J. E. H. Bourzue, 1293 11th Ave. West. Canada. Fireman, 1 year.
 A. H. Lee, 603 Howe St. Wales. Fireman, 8 years.
 F. Eaton, % Sailors' Home. England. Fireman, 12 years.
 W. E. Drew, 2341 Hasting's St. E. Canada. Fireman, 8 years.
 W. McWinney, % 500 Alexander St. Ireland. Fireman, 16 years.
 T. W. Manson, % C.N.S.S. England. Fireman, 4 years.
 D. B. Noble, 214 24th Ave E. Scotland. Oiler, 11 years.
 E. J. O'Pray, % Sailors Home. England. Fireman, 13 years.
 H. M. Pollie, % 500 Alexander St. Canada. Fireman, 12 years.
 G. Patteson, % Alexander St. Canada. Oiler, 11 years.
 W. Robinson, 1530 3rd Ave W. Ireland. Fireman, 11 years.
 C. T. Rewe, 1593 3rd Ave. W. England. Fireman, 11 years.
 F. McB. Phillips, 22nd West 5th Ave. Canada. Fireman. 5 years.
 A. R. Mann, 1450 Powell St. England. Oiler, 12 years.
 J. Still, 986 Noothia St. England. Fireman, 5 years.
 K. Soralsen, R.R. 1, Glen Ave. Sweden. Fireman, 25 years.
 A. Stewart, 3319 Sophia St. Scotland. Fireman, 4 years.
 J. Sullivan, 2553 Adance St. England. Fireman, 6 years.
 O. Sorey, % Sailors Home. Norway. Fireman, 4 years.
 J. M. Smith, 244 Kingsway. England. Oiler, 22 years.
 A. Shaw, 1523 3rd Ave. W. England. Fireman, 7 years.
 J. Rayan, 1032 8th St. N. Van. England. Fireman, 8 years.
 W. C. Rose, 10 Nanaimo St. Canada. Oiler, 12 years.
 J. Rennie, 1161 Howe St. Scotland. Oiler, 3 years.
 T. Warror, 749 26th Ave E. Scotland. Fireman, 7 years.
 F. S. Woodruff, 1737 Powell St. Wales. Fireman, 10 years.
 W. H. Hasting's, % Regent Hotel. Canada. Fireman, 2 years.
 A. W. Curran, 2535 10th Ave. West. Canada. Fireman, 4 years.

CANADIAN ASSOCIATION OF SEAMEN.—*Continued*

ENGINE DEPARTMENT

Showing name, address, where born, rating and experience

- H. A. G. Decon, % C.P.S.S. England. Oiler, 10 years.
 J. Dugdale, % G.P.O. England. Fireman, 10 years.
 L. Dallaire, 1510 Dearing St., Montreal. Canada. Oiler, 7 years.
 T. Grisbrook, % Harbour Rooms. Canada. Fireman, 14 years.
 J. Gillon, ex Service Men's Billets. Scotland. Fireman, 20 years.
 G. Goosy, 500 Alexander St. England. Fireman, 18 years.
 S. B. Hamilton, 1030 Pender St. W. England. Fireman, 27 years.
 F. C. Horton, 507 Main St. England. Fireman, 25 years.
 F. D. Higgins, 1260 Mervelle St. Canada. Oiler, 15½ years.
 W. J. Henery, 3679 Rumble Rd., Burnaby. Canada. Oiler, 3 years.
 S. Irvine, % Broadway Hotel. Ireland. Fireman, 37 years.
 W. Johnson, Room 59, Draid Hotel. England. Fireman, 12 years.
 R. J. Johnson, 5002 Dumfries St. England. Oiler, 24 years.
 J. J. Jones, 215 N. Templeton Dr. England. Oiler, 14 years.
 W. H. Kinch, % Seamen Institute. Canada. Fireman, 4 years.
 A. G. S. Kidd, % Pacific (Coyle) Nav. Co. Canada. Fireman, 9 years.
 C. J. Kitchen, 1829 14th Ave. E. Canada. Wiper, 4 months.
 A. T. Keogh, 542 East Georgia St. Canada. Fireman, 8 years.
 J. Knowx (Knox), 2849 Kathleen Ave. Scotland. Fireman, 3 years.
 A. Lafferty, 1206 Pacific St. Scotland. Oiler, 6 years.
 C. Lindsay, 1448 Nelson St. Scotland. Oiler, 26 years.
 R. Lewis, 2325 Hemlock St. Canada. Fireman, 5 years.
 J. Leech, 500 Alexander St. Ireland. Fireman, 6 years.
 M. Lawson, % C.P.S.S. Co. England. Oiler, 21 years.
 J. McHugh, 558 Hornby St. England. Fireman, 10 years.
 W. McKeown, % C.N.S.S. Canada. Fireman, 3 years.
 N. M. MacKenzie, 1329 75th Ave. E. Canada. Fireman, 5 years.
 J. W. Merifield, 1045 11th Ave. E. Canada. Fireman, 3 years.
 C. Mumger, 1173 Hasting's St. W. Germany. Fireman, 8 years.
 W. Burnett, % Sailors Home. India. Oiler, 9 years.
 H. Anderson, 1146 Richards St. Norway. Fireman, 25 years.
 H. Anderson, 518 Cordova St. E. Sweden. Oiler, 17 years.
 A. Austin, % G.P.O. Van B.C. Wales. Fireman, 9 years.
 J. Atkins, 331 11th Ave. E. England. Fireman, 20 years.
 M. F. Blake, Sailors Home. England. Fireman, 7 years.
 N. H. Borddell, no fixed address. England. Fireman, 4 years.
 B. Berentsen, % Young & Gore, Van. Norway. Fireman, 12 years.
 P. F. Boissey, % Strathonia Hotel. Canada. Fireman, 3 years.
 M. C. Bordell, 638 Prior St. Canada. Fireman, 2 years.
 J. H. Bowden, 984 Seymour St. England. Fireman, 10 years.
 J. Bowen, Ex-Servicemen's Billets. Ireland. Fireman, 3 years.
 C. J. Bryan, % Empress Hotel, Vancouver. England. Fireman, 7 years.
 A. C. Buxton, % Seamen's Institute. England. Fireman, 7 years.
 P. Connor, % Sailors' Home. England. Fireman, 20 years.
 C. Chalamer, 1048 Pender St. W. Canada. Fireman, 3 years.
 W. H. Chapman, 1121 or 1151 Hastings St. W. England. Oiler, 24 years.
 J. S. Carlsen, % Cambie Rooms, Van. Norway. Fireman, 5 years.
 A. Crawford, % Heatley Hotel. Scotland. Oiler, 14 years.
 A. C. Dickson, 1277 Homer St., Van. India. Fireman, 8 years.
 J. D. Hughes, 315 Georgia St. W. Ireland. Fireman, 6 months.
 F. Donnolly, 1120 Pender St. Canada. Fireman, 10 years.
 W. C. Lowery, % C.P.S.S. Australia. Oiler, 15 years.
 W. E. Markle, 408 Homer St. Canada. Fireman, 3 years.
 G. A. Olver, no fixed address. England. Fireman, 7 years.
 E. R. Hughes, % Strand Rooms, Van. England. Fireman, 20 years.
 C. Summers, % Pacific (Coyle) Nav. Scotland. Fireman, 15 years.
 J. Kearns, % C.N.S.S. Ireland. Oiler, 15 years.
 D. Ekene, % Kingcome Nav. Company. Scotland. Fireman, 8 years.
 J. S. Russell, 125 Powell St. Scotland. Fireman, 16 years.
 A. Williams, Silver Rooms, Van. Wales. Oiler, 37 years.
 S. J. White, 1668-10th Ave. E. Canada. Fireman, 8 years.
 J. G. Christie, % Seamen's Institute. England. Oiler, 8 years.
 G. Morgan, % Manitoabo Hotel, Van. Canada. Donkeyman, 21 years.
 F. Calhoun, % Dominion Tug & Barge Co. Ireland. Oiler, 15 years.
 W. Campbell, 1671 East 14th Ave. England. Fireman, 4 years.

CANADIAN ASSOCIATION OF SEAMEN.—*Continued*

ENGINE DEPARTMENT

Showing name, address, where born, rating and experience

- G. Campbell, 1651 East 14th Ave. England. Fireman, 4 years.
W. F. N. Buss, 3177 Georgia St. E. Canada. Fireman, 2 years.
E. Brooks, 1107 Howe St. Wales. Fireman, 5 years.
G. Bengs, 2667 Oxford St. Finland. Fireman, 2 years.
R. S. MacDonald, 340 Cambie St. Canada. Wiper, 2 years.
S. Young, % Glen P.O., Victoria, B.C. Ireland. Oiler, 2 years.
C. Young, Deroche, B.C. Canada. Fireman, 8 years.
S. Woosie, % Canadian Legion, Main St. England. Fireman, 6 years.
G. Williams, 939 Lyall St., Vict., B.C. Canada. Fireman, 7 years.
G. J. White, 3253 School Rd. Canada. Fireman, 3 years.
W. J. Wahner, 4815 Cambridge St. Scotland. Fireman, 1 year.
W. A. Tuby, 605 Salisbury Dr. Canada. Fireman, 3 years.
A. B. Thompson, 1048 Pender St. W. Canada. Fireman, 2½ years.
R. St. Eloi, % Strathcove Hotel. Canada. Fireman, 1 year.
J. Sprout, 610 Slocan St. Canada. Fireman, 3 years.
W. M. Smith, Colgnity P.O., Victoria, B.C. Canada. Fireman, 3½ years.
S. Sellock, St. Alice, % Palace Hotel, N. Van. England. Oiler, 18 years.
O. Schome, 551 Hornby St. Germany. Oiler, 9 years.
James Reid, Stielbridge P.O., Burnaby. Scotland. Donkeyman, 12 years.
G. Prezeau, 452-45th Ave. E. U.S.A. Fireman, 16 years.
H. H. Poxtier, 2560 Kingsway. U.S.A. Oiler, 2 years.
G. T. Perkins, 855 Borden. Canada. Oiler, 4 years.
C. Orchard, % Seamen's Institute. England. Oiler, 14 years.
J. Ojala, % Pacific (Coyle) Nav. Co. Finland. Fireman, 26 years.
D. C. Murphy, % Commercial Hotel. Canada. Storekeeper, 12 years.
O. Moses, 630 W. 21st Ave. Canada. Donkeyman, 12 years.
C. H. Nelsen, 1616-10th Ave. W. Norway. Oiler, 11 years.
R. Mallitte, % Imperial Hotel. Canada. Fireman, 3 years.
R. Miller, 250-13th Ave. E. Scotland. Oiler, 4 years.
C. E. Murphy, % Hotel Manitoba. Canada. Donkeyman, 4 years.
J. H. McDonald, 206 Angus Apts. Scotland. Coal passer, 3 months.
J. S. McBain, 591-13th Ave. Scotland. Coal passer, 6 months.
J. H. Leungston, 235 Main St. Australia. Oiler, 14 years.
C. Limb, 1153 Nicola St. England. Fireman, 5 years.
S. H. Lewis, 464 Kingsway St., Vict. England. Fireman, 7 years.
W. A. King, 320-5th Ave. E. Canada. Fireman, 14 years.
R. C. B. Jackson, 1728 Yew St. England. Oiler, 1 year.
F. Kendall, Saanich, B.C. Canada. Donkeyman, 27 years.
J. Hutton, 532 Prior St. Scotland. Fireman, 28 years.
H. D. Humphreys, % Broadway Hotel. England. Fireman, 3 years.
H. T. Holmes, 1593 3rd Ave. E. England. Fireman, 9 years.
W. A. Hall, 120 24th Ave. E. England. Fireman, 15 years.
W. J. Hill, 487 11th Ave. W. England. Fireman, 16 years.
E. J. Hill, 120 24th Ave. E. England. Fireman, 3½ years.
V. Harrison, 816 Homer St. U.S.A. Wiper, 6 months.
G. F. Harris, R.R.1, Port Haney, B.C. England. Oiler, 5 years.
J. Halliday, 429 Bellville St., Victoria. Scotland. Oiler, 15 years.
G. Hayes, % Dominion Hotel. Germany. Wiper, 1 year.
G. Frost, 313 Kingsway Vict. England. Fireman, 12 years.
J. L. Fish, 3528 Pt. Grey Rd. England. Wiper, 2 years.
H. Hedwards, 3320 Dundas St. England. Fireman, 12 years.
A. E. Dick, 1608 Franklin St. Scotland. Oiler, 15 years.
J. Dew, 843 22nd Ave. E. Wales. Fireman, 2 years.
D. Dauphne, 509 6th Ave. N.W.M. Canada. Fireman, 4 years.
G. Craig, 739 Kaslo St. Canada. Fireman, 11 years.
R. Chapman, New Fountain Hotel. Canada. Donkeyman, 1 year.
B. Campbell, 612 Pender St. W. Canada. Fireman, 1 year.
F. Caine, 2171 7th Ave. E. Isle of Man. Fireman, 10 years.
H. Burton, 330 22nd Ave. E. Canada. Fireman, 2 years.
M. Burns, 1210 Jervis St. Canada. Fireman, 3 years.
T. Burnett, 333 Niagara St., Victoria. Canada. Wiper, 4 years.
C. Bowers, 1243 20th St., Westvan. England. Fireman, 8 years.
J. Barrington, 6 Water St. England. Oiler, 26 years.
J. Brown, 1433 Grant St., Viet. England. Oiler, 9 years.
H. Alexander, Long Bay, Gambier Isle. Canada. Donkeyman, 9 years.

CANADIAN ASSOCIATION OF SEAMEN.—*Continued*

ENGINE DEPARTMENT

Showing name, address, where born, rating and experience

- R. Saunders, 871 Hornby St. England. Fireman, 6 months.
 J. Bates, 500 Alexander St. India. Donkeyman, 22 years.
 H. Allan, 139 8th Ave. W. Ireland. Fireman, 3 years.
 J. Lalonde, Strathcona Hotel. Canada. Oiler, 2 years.
 P. Boisclair, 53 W. Hastings St. Canada. Fireman, 3 years.
 C. Betts, Driard Hotel. Canada. Oiler, 6 years.
 E. Crampton, 3055 E. 29th Ave. England. Oiler, 13 years.
 A. Slamich, 515 E. 20th Ave. Austria. Oiler, 10 years.
 H. Alexander, 2536 Quebec St. Scotland. Fireman, 4 years.
 A. Durward, 783 Homer St. Canada. Donkeyman, 3 years.
 James Ash, 843 28th Ave E. Canada. Fireman, 6 years.
 W. Baney, 2941 28th Ave. E. Canada. Fireman, 2 years.
 E. Bennett, 1301 Davis St. England. Wiper, 4 months.
 J. Baney, 2941 28th Ave. E. Canada. Fireman, 2 years.
 W. Bent, 1946 Main St. England. Fireman, 5 years.
 G. Blair, % Pacific (Coyle) Nav. Co. Scotland. Oiler, 12 years.
 W. Peter, 740 53rd E. Canada. Fireman, 6 years.
 J. Bradford, 2346 Keith Dr. England. Oiler, 20 years.
 P. Cuculescu, 106 8th Ave. E. Roumania. Fireman, 12 years.
 J. C. Canning, 575 Hornby St. Canada. Wiper, 1 year.
 H. Carr, 409 7th Ave. E. England. Fireman, 2 years.
 R. C. Cole, 1405 Robson St. Canada. Fireman, 3 years.
 W. C. G. Cole, 954 7th Ave W. Canada. Fireman, 2 years.
 F. D. Collins, 4910 Hasting's St. E. U.S.A. Wiper, 2 months.
 J. R. Collins, 552 Burrard St. England. Fireman, 21 years.
 W. Collins, 3466 Bethune Ave., Vict. England. Oiler, 20 years.
 C. H. Cook, Suite (1), 2415 Hasting's St. E. England. Oiler, 11 years.
 A. Cox, 336 29th Ave E. Canada. Oiler, 20 years.
 R. A. Cox, % G.P.O., Van., B.C. Canada. Wiper, 1 year.
 J. A. Davie, 428 11th St. E., N. Van. Canada. Fireman, 1 year.
 J. C. Dosie, 4144 10th Ave. E. Canada. Chief Engineer, 14 years.
 D. Borland, Ex-Servicemen's Billets. Canada. Oiler, 13 years.
 W. H. Evans, 8666 15th Ave. W. U.S.A. 2nd Class Engineer, 12 years.
 H. A. Edwards, % Hasting's Hotel. Canada. Coal Passer, 1 year.
 H. Enns, 2243 49th Ave. E. Germany. Wiper, 3 months.
 H. Epsten, Beaver Rooms. Canada. Fireman, 8 years.
 T. Fazackerley, % F. Waterhouse & Co., Van., B.C. England. Oiler, 17 years.
 A. Ferguson, 1616 Alberni St. Scotland. Fireman, 5 years.
 G. Mc. Ferguson, 4-1728 Yew St. Canada. Fireman, 11 years.
 J. A. Green, 2311 Parker St. Canada. Fireman, 3 years.
 R. Gardner, % Pacific Rooms. Canada. Coal Passer, 4 years.
 R. C. Gordon, % Sailors Home. Scotland. Wiper, 6 months.
 J. Granger, Newton, B.C. Scotland. Oiler, 42 years.
 A. S. Gwyn, Duncan, B.C. Canada. Wiper, 1 year.
 M. Hannigan, Prospect Lake, Victoria. Ireland. Oiler, 39 years.
 A. R. G. Helps, 536 18th Ave. E. Canada. Coal Passer, 6 months.
 A. H. Hillier, 1804 4th Ave E. England. Engineer, 2 years.
 J. K. Inglis, Van., % Newport Hotel, B.C. Canada. Fireman, 2 years.
 G. K. Inglis, % Newport Hotel, Van., B.C. Scotland. Fireman, 2 years.
 T. E. Jones, 1159 West Cordova, England. Fireman, 11 years.
 D. Johnson, % Coastwise Steamships & Barge Co. Canada. Oiler, 6½ years.
 J. H. Johnson, 1111 Dunsmuir St. Sweden. Fireman, 3 years.
 T. Thorvald Johnson, 219 19 Ave. E. Norway. 2nd Engineer, 14 years.
 J. H. Larsen, 19 8th Ave., New W. Scotland. Fireman, 1 year.
 H. Kincaide, 3968 Commercial Hotel. Ireland. Fireman, 8 years.
 E. Lawson, 3571 Marshall St. Denmark. Fireman, 3 years.
 J. H. Lee, % C.N.S.S. U.S.A. Wiper, 6 months.
 E. Lehya, 5644 Ross St. Canada. Wiper, 4 months.
 T. Cobban, 3884 22nd Ave. W. Canada. Wiper, 6 months.
 L. L. Long, % Seamen's Institute. Canada. Wiper, 6 months.
 N. Longstaff, 551 Richards St. Scotland. Fireman, 3 years.
 G. E. Lovitt, Suite 711, Empress Hotel. Canada. Wiper, 6 months.
 F. A. Lowe, P.O. Box 123, Prince Rupert, B.C. Canada. Fireman, 4 years.
 A. J. Lyall, 1156 Howe St., Scotland. Fireman, 3 years.
 D. J. MacLennan, 2592 7th Ave. E. Canada. Fireman, 2 years.

CANADIAN ASSOCIATION OF SEAMEN.—*Continued*

ENGINE DEPARTMENT

Showing name, address, where born, rating and experience

- F. MacDonald, 1301 Davie St. Canada. Fireman, 9 months.
 R. W. C. MacQuarrie, 2306 Stephens St. Scotland. Engineer, 30 years.
 D. MacFadden, 426½ Prince Edward. Canada. Coal passer, 1 year.
 F. G. McSwyn, Holly Lodge. Canada. Fireman, 8 years.
 A. P. Martin, 330 Dunsmuir St. Canada. Fireman, 2 years.
 O. G. Miller, % Europe. U.S.A. Wiper, 1 month.
 T. Mullins, Ex-Servicemen's Billets. Canada. Fireman, 7 years.
 H. Munsen, 143 Dunlevy Ave. Denmark. Fireman, 18 years.
 J. J. Niven, 735-11th Ave. E. Canada. Fireman, 5 years.
 W. Niven, 735-11th Ave. E. Canada. Fireman, 1 year.
 J. H. O'Brien, 5092 Nanaimo St. Canada. Oiler, 12 years.
 H. O'Hara, % Seamen's Institute. Ireland. Coal passer, 1 year.
 H. Pecoud, 924 Jackson. Switzerland. Fireman, 1 year.
 M. Pollitt, 133-7th St. W., Nor. V. Canada. Oiler, 14 years.
 R. Reid, 3874-12th Ave. W. Canada. Oiler, 5 years.
 D. J. Robinson, 1735 Georgia St. E. Canada. Fireman, 2 years.
 W. Rogers, 407 Hythe Ave. Canada. Oiler, 2½ years.
 G. Ryder, 1193 Pender St. W. Canada. Fireman, 2 years.
 C. Scott, 952 Seymour St. Ireland. Fireman, 8 years.
 D. Shannon, 723 Hamilton St. Canada. Fireman, 4 years.
 L. H. Shipman, 1134 Davie St. Canada. Fireman, 1 year.
 S. A. Smith, 6308 Laburnum St. Canada. Wiper, 3 months.
 A. S. Smith, 1528 Nelson St. Canada. Fireman, 4 years.
 F. P. Stark, % Kingsley Rooms, Van. Ireland. Fireman, 2 years.
 G. N. Sumby, 1134 Cordova St. E. England. Fireman, 8 years.
 J. Strachan, 143 Dunlevy Ave. Scotland. Fireman, 10 years.
 T. Williams, Sydney, B.C. Canada. Wiper, 4 months.
 H. T. Trawin, 3702-10th Ave. W. Canada. Fireman, 1 year.
 R. J. Tubb, 626 Jarvis St. Canada. Oiler, 2 years.
 F. L. A. Turner, % Hudson Hotel. Canada. Engineer, 3 months.
 C. Wagner, % Seamen's Institute. Germany. Oiler, 11 years.
 A. Wall, 914 Pender St. Ireland. Oiler, 12 years.
 J. L. Waller, 1436 Barclay St. Canada. Wiper, 1 month.
 R. Wattie, 2587-28th Ave. E. Canada. Oiler, 20 years.
 P. Williams, 2439 Adanac St. Canada. Fireman, 1 year.
 W. Wren, 1516 Powell St. Canada. Fireman, 1 year.
 G. A. Will, 2536 Alberta St. Canada. Fireman, 2 years.
 R. W. Miller, 1674 Robson St. Canada. Fireman, 1 year.
 E. Schweingruber, 3571 Marchall St. Switzerland. Fireman, 7 years.

GENTLEMEN:—

This concludes the list for the Engine Department as taken from our files of Oilers, Firemen and Wipers or Coal Passers unemployed. Some on this list however are employed. This list does not represent the whole of the seamen in British Columbia, any more than the other lists we have sent to the Members of the House of Commons, covering the Deck Department and the Catering Department.

Yours respectfully,

CANADIAN ASSOCIATION OF SEAMEN,

Per T. DANIELS,

Secretary Pro Tem.

May 11, 1936.

SINGLE MEN ON RELIEF DURING APRIL, 1935, IN CITY OF VANCOUVER, B.C.

SEAMEN

212405	Alexander, D., Crown Hotel.	276250	Humphreys, H. D., 500 Alexander St.
258586	Angus, D., Winters Hotel.	207667	Jackson, F., Terminus Hotel.
277593	Angus, D., Winters Hotel.	256219	Jackson, H., 577 Richards St.
257194	Arroyo, M., 56 Powell St.	268085	Jarvis, A. W., 683 Hamilton St.
257971	Atkins, J., 230 Alexander St.	277678	Jess, W., 446 Kefer St.
209431	Bader, R., 410 Cordova W.	276497	Johnson, A., Anchor Hotel.
285830	Bailey, H., 351 Powell St.	275056	Johnson, W. A., 214 Carroll St.
258998	Bailey, P., Billets.	282005	Jorgensen, H., 821 Cambie St.
282155	Baines, E., 1057 Eveleigh St.	255872	Kearns, J., 696 Powell St.
278152	Baldwin, A., 571 Richards St.	258068	Kelly, J., 1111 W. Pender.
255905	Baldwin, C. F., 655 Robson St.	272589	Kelly, R. P., 746 Burrard.
280099	Banks, M., 339 Robson St.	209760	Kennedy, H., 877 Hamilton.
258070	Bell, J., 873 Cambie St.	205551	King, W., Billets.
208409	Bowes, E., 500 Alexander St.	259020	Kirby, G., 614 Hamilton.
255236	Bowring, J., 569 Beatty St.	259004	Langille, J. H., 55 Powell St.
256522	Brown, G., 578 Alexander St.	255210	Leinster, R., 230 Alexander.
255424	Brown, J., 1390 Granville St.	255615	Leipenstein, W. G., Washington Rooms.
278345	Brown, J. E., Tavern Rooms.	258671	Lewis, W., 42 E. Cordova.
208495	Brown, T., 2165 Oxford St.	285866	Lilliestierna, E., "Orion" Coal Harbour.
273453	Burke, H. E., 776 8th Ave. W.	256903	Lindqvist, A., 343 Alexander.
255794	Burrows, H., 52 E. Cordova St.	286315	Livingston, J. H., 139 E. Cordova.
272508	Bye, J. S., Ocean View Rooms.	272552	Martin, Joe, 259 Powell St.
205635	Cairnes, L., 753 Powell St.	257322	Miller, Albert, Hampton Rooms.
258469	Carder, A. J., 133 Robson St.	259252	Muir, P. Mc., World Hotel.
256359	Carrall, W. F., Balmoral Hotel.	275813	Munson, Hans, 143 Dunlevy Ave.
255784	Case, J., C.C.M.	277531	Myers, John Henry, 782 Homer St.
259194	Christensen, H. E., 864 Richards St.	255116	McClure, Richard, Billets.
275732	Clark, J., Cobalt Hotel.	257303	McConnell, D., 760 Powell St.
256173	Corbett, T., 176 Powell St.	258337	MacDonald, Wm., 639 Main St.
256625	Dahl, H., 233 E. Georgia.	278075	McGreer, Patrick, 812 Richards St.
255046	Dahl, S., 316 Powell St.	268131	McHugh, John, 237 E. Hastings.
277563	Daley, D., 223 E. Georgia.	258115	McInnes, John, 1901 Powell St.
276422	Daly, H., 1028 W. Pender St.	258989	MacKay, Angus, 623 Hamilton St.
258029	Darwood, J., 1665 Franklin St.	276216	McKenna, James, 1212 Granville St.
256813	Davidson, J., 149 W. Hastings St.	207513	McKenzie, James, Drexel Rooms.
255120	Dawson, R. D., Billets	257051	McKinnon, A., 523½ Powell St.
208221	Day, J. E., 1240 Thurlow St.	272574	McLeod, Malcolm, Billets.
208391	Dickie, H. A., 500 Alexander St.	275284	McQueen, James D., Togo Rooms.
255118	Dickson, A. C., 123 Powell St.	275848	Nicholson, Angus, Anchor Hotel.
255978	Down, F., 500 Alexander St.	277921	Olsen, Olaf, Hadden Hotel.
277963	Duffield, C., Olympic Apt.	259230	Orchard, Chris., Madrona Rooms.
256244	Duffy, G., Strathcona Hotel.	258972	Orr, Wm. B., 864 Richards St.
258566	Duffy, T., St. Vincent's Shelter.	286433	Parr, Lewis L., 1160 Bidwell St.
258307	Dwyer, A., 67 E. Hastings St.	272554	Pickwell, W. R., Anchor Hotel.
278496	Eastwood, R., Carlton Hotel.	207562	Pineo, Jerry R., Atlantic Hotel.
286161	Evelyn, J., 440 Richards St.	257457	Pohl, Otto C. H., 523½ Powell St.
258929	Evvett, N. A., 2017 Creelman Ave.	276083	Potter, John, 923 E. Pender.
281879	Faulkner, G., Spokane Rooms.	259128	Prosser, Otter, Anchor Hotel.
258353	Fazackerley, T., 551 Richards St.	256556	Reaver, Geo., Astoria Hotel.
273547	Fisher, H., 227 E. Pender St.	275538	Richards, Fred E., Arno Rooms.
286205	Forsyth, A. B., 1157 Pendrell St.	258108	Roberts, D. L., Imperial Hotel.
208202	Godfrey, R. M., 1193 W. Pender St.	257015	Russell, J. R., Manitoba Hotel.
256146	Graham, J., 322 Kefer St.	275394	Russell, J. S., Astoria Hotel.
256207	Gray, T. R., Anchord Hotel.	256318	Ryan, Harry, 620 Powell St.
258597	Greene, K., Main Hotel.	281992	Silvester, Chas. W., 522 Richards St.
258684	Guest, L. E., Bonanza Rooms.	276291	Smith, Archibald E., Astoria Hotel.
258906	Hadden, W., 1109 Nelson St.	285832	Smith, Arthur H., Cobalt Hotel.
257271	Haines, E., 990 Hornby St.	208560	Smith, Cecil E., 1652 Richards St.
256437	Hanson, I., 346 Powell St.	286042	Smith, Steele, 1173 W. Hastings St.
258158	Harrigan, P., 6 Water St.	257667	Stephenson, R. R., 413 W. Georgia St.
276403	Harrison, R., 1165 Richards St.	275890	Strong, Ivan, Stirling Hotel.
278442	Hartmann, W., 227 Carrall St.	278100	Stroyan, John (N.G.), 723 Hamilton St.
277743	Hayes, R., Glen Apts.	278342	Sullivan, John, Manitoba Hotel.
256695	Henrickson, J., 558 Kefer St.	256373	Sully, F., 921 Drake St.
259827	Henuset, L., Washington Rooms.		
258551	Holgate, A. C., 7A, Hastings W.		
285870	Homer, J., 351 Powell St.		

SINGLE MEN ON RELIEF DURING APRIL, 1935, IN CITY OF VANCOUVER, B.C.
—*Conc.*SEAMEN—*Conc.*

277966	Ternstrom, S. W., 570 Prior St.	257087	Houghton, H., 1247 Homer.
278174	Thompson, James, Sailor's Home.	268193	Irvine, T., 1938 Alberta St.
275957	Thompson, John, Phoenix Rooms.	275741	James, Albert, 1895 Powell St.
256578	Thompson, T., Butler Rooms.	259293	Jasper, W. T., 3527 Eaton St.
255054	Thomson, A. F., Billets.	255455	Jones, H. T., 1028 W. Pender.
259343	Thomson, W. B., Ferry Rooms.	259451	Landry, A. J., 2937 Trinity St.
255662	Tracksler, R., 1164 E. Georgia.	286428	Leo, Norman Reg., 6 Water St.
259148	Turnbull, A., 1161 E. Pender.	257553	Lyall, D., 391 Powell St.
256698	Walker, C. T., 570 Prior.	259450	McGreivay, R., Boat, False Creek.
255338	Walters, I., 753 Powell.	258916	McKinlay, J. R., 1608 Franklin St.
256819	Weir, Geo., Anchor Hotel.	277612	McLean, A., Fish Boat, False Creek.
281833	Wendelbo, J. W., 1367 W. Georgia.	286323	McLean, A. J., 2140 Columbia.
258699	Wilson, G., 210 Keefer St.	256872	Miller, C. S., 255 Prior St.
277659	Woodward, M. E., 500 Alexander St.	275959	Moran, R., 307 W. Georgia.
256780	Wright, A., 769 E. Hastings St.	273375	Pinkerton, Thomas, 2167 Dundas.
259380	Zeier, Andrew, Stratford Hotel.	258984	Rainey, Thomas, 1243 Alberni St.
<i>Script</i>		257559	Richardson, W. C., 322 Keefer St.
281975	Adkins, Albert, 2866 E. Hastings.	259822	Robinson, C., 922 Hornby St.
259223	Ashford, A. A., 2229 Cambie Street.	275804	Robson, W. F., 873 E. Cordova.
282337	Baldwin, James, 1747 E. Hastings.	275360	Smith, C. C., 1022 Main St.
256073	Connell, Chas., Ft. of Denman St.	286013	Stubbs, H., 1008 Eveleigh St.
285863	Currie, W. J., 2137 Yukon St.	259217	Wall, Andrew (N.W.), 914 W. Pender.
278322	Dickie, Robert, 3233 E. 6th Ave.	273379	Welsh, Frank, 623 Hamilton St.
205643	Hall, J. C., 1662 Robson St.	286201	Wickens, J. A., 2544 Prince Edward St.
256684	Harvey, A., 417½ Heatley Ave.	275854	Williams, Thomas, 1543 W. 3rd Ave.
275799	Hay, James, Kitsilano Reserve.	286265	Woodcock, Thomas A., 575 Hornby St.
255768	Heath, Fred J., 1215 Richards.		
256827	Hockaday, P., 1076 Richards.		
257570	Hodson, J., 472 Alexander.		
268108	Hoheisel, Chas., 1165 Richards.		

Mrs. BLACK: On a matter of privilege. It has been told to me that there is some gossip to the effect that I stood up for the C.P.R. because I had been receiving transportation that I should not receive. I have never, since the time my husband was a member, received any transportation either from the Canadian Pacific or the Canadian National, and I have travelled by both steamship companies, that a member's wife has not been entitled to. In the sixteen years that I have been coming here I have had transportation only once for a son of mine, and that was fourteen years ago, from the Canadian National Railway.

The CHAIRMAN: You were entitled to that, were you not? And the C.P.R. was but doing what was right and proper.

Mrs. BLACK: I was at the time; but I am under no possible obligation to either the Canadian Pacific or the Canadian National Railways.

The CHAIRMAN: Of course, we understand that, Mrs. Black.

The committee continued in camera.

